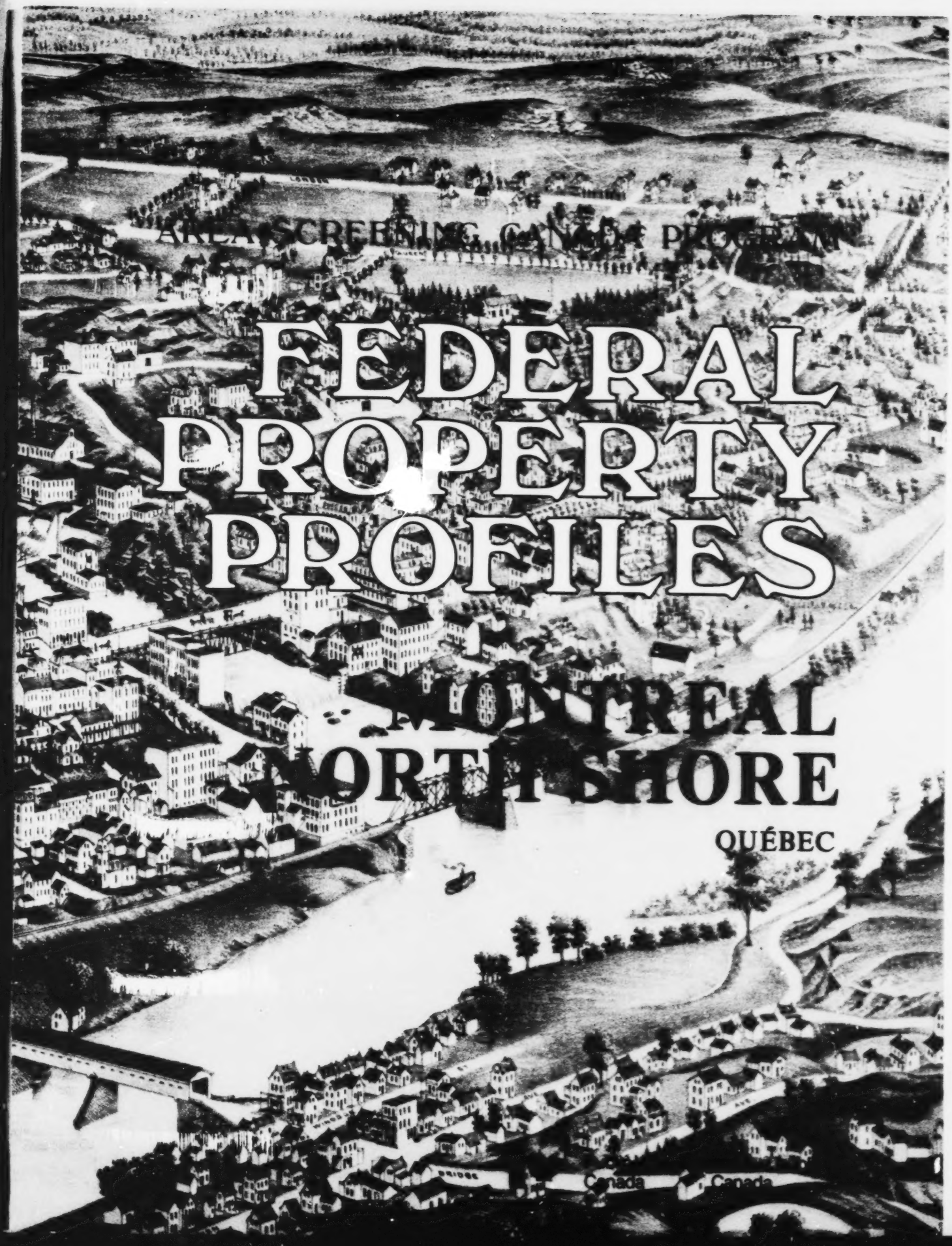
AREAS SCREENING CANADA PROGRAM
FEDERAL PROPERTY PROFILES
MONTREAL NORTH SHORE
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AREA SCREENING CANADA PROGRAM

FEDERAL PROPERTY PROFILES

MONTREAL NORTH SHORE

QUÉBEC

PREPARED BY PUBLIC WORKS CANADA
REAL ESTATE SERVICES DIRECTORATE

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PREFACE

Real Estate Services Directorate of Public Works Canada, on behalf of the Treasury Board Advisory Committee on Federal Land Management (TBAC/FLM) carries out the Area Screening Canada Program to assist in the implementation of the Federal Land Management Policy approved by Cabinet in 1973. The basic principle of this policy is that federal lands should be managed so as to combine the efficient provision of government services with the achievement of wider social, economic and environmental objectives.

In order to help fulfill this policy principle, the ongoing Area Screening Canada (ASC) Program systematically reviews the current use of federal landholdings in selected study areas across Canada. Each ASC report includes a map of government landholdings located within the study area and an urban profile which presents selected information on social, economic and environmental factors as well as trends that may have an impact on federal real property management. Land planning objectives of the various levels of government have been compiled to supplement the profile. Following a general description of the characteristics of the overall federal presence, all landholdings are individually examined in their particular local context.

A restricted version of the ASC report is prepared for distribution to federal departments. This version provides a complete description and evaluation of each federal property in the study area. An unrestricted version of the report including a property inventory is available for public distribution.

As a follow-up to this report, properties which appear to have potential for improved use are to be re-examineed yearly or as warranted.

Public Works Canada gratefully acknowledges the participation of the Treasury Board Advisory Committee on Federal Land Management and other federal departments in the Area Screening Canada Program, especially Environment Canada which provides expert advice on matters of environmental concern. A special thanks is extended to those federal and provincial departments and municipal organizations that provided information and data essential to the preparation of the individual reports. Appreciation is also extended to Public Archives Canada for the provision of the illustration depicted on the cover, which was taken from an exhibition of panoramic maps entitled "Birds-eye Views of Canadian Cities".

All planning information relating to federal properties contained in this report is based upon data provided by the various departments and agencies and is the latest available at the time of research. The principal research for this study was carried out in 1983.

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4.2 PROPERTY DESCRIPTIONS

Site 1	CPC	CPC Building
Site 2	MOT	Marker Beacon
Site 3	PWC	Sand-Pit "B" and Access Road
Site 4	MOT	Stone-Pit and Hauling Roads
Site 5	MOT	Marker Beacon Site
Site 6	CPC	Post Office
Site 7	MOT	Marker Beacon Site
Site 8	MOT	Marker Beacon
Site 9	CLC(M)	Le Bois de Belle-Rivière
Site 10	MOT	Marker Beacon Site
Site 11	CPC	Post Office
Site 12	MOT	Marker Beacon Site
Site 13	MOT	Mirabel International Airport
Site 14	CCS	Site for Future Penitentiary (proposed)
Site 15	RCMP	RCMP Detachment
Site 16	CPC	CPC Building
Site 17	DND	Armoury
Site 18	MOT	Marker Beacon Site
Site 19	MOT	Marker Beacon Site
Site 20	MOT	Sand-Pit "D" and Access Roads
Site 21	MOT	Marker Beacon
Site 22	MOT	Marker Beacon Site
Site 23	CPC	Post Office
Site 24	MOT	Motor Vehicle Test Centre
Site 25	DND	Camp Bouchard
Site 26	MOT	Marker Beacon
Site 27	MOT	Marker Beacon Site
Site 28	CPC	Post Office
Site 29	CPC	Former Post Office
Site 30	PWC	Lands Surrounding Mirabel Airport

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SUMMARY

This study examines the Mirabel Airport Region. It covers nine municipalities which in 1981 had a total population of 144,507[1] distributed over an area of 783[2] km^2.

The proximity of Montreal has a direct impact on employment, business and services in more than half of the municipalities. Lachute and Saint-Jérôme are situated farther away and thus enjoy greater autonomy. Their industrial base is more diversified, and Saint-Jérôme has a highly developed tertiary sector as well. The transportation equipment industry group is active in several municipalities. Other groups include paper, electrical products and non-metallic mineral products.

The region has an extensive transportation system, including a large number of highways. Only Lachute is less favoured in this respect. As for air transportation, the highlight of the region is Montreal-Mirabel International Airport.

There are 30 federal properties* in the study region. The municipality of Mirabel has the largest number, with 20.

The department with the most properties is Transport Canada with 16, followed by Canada Post Corporation with seven, Public Works Canada with two, National Defence with two, and the Royal Canadian Mounted Police, the Canadian Correctional Service and Canadian Lands Company (Mirabel) Ltd. with one each.

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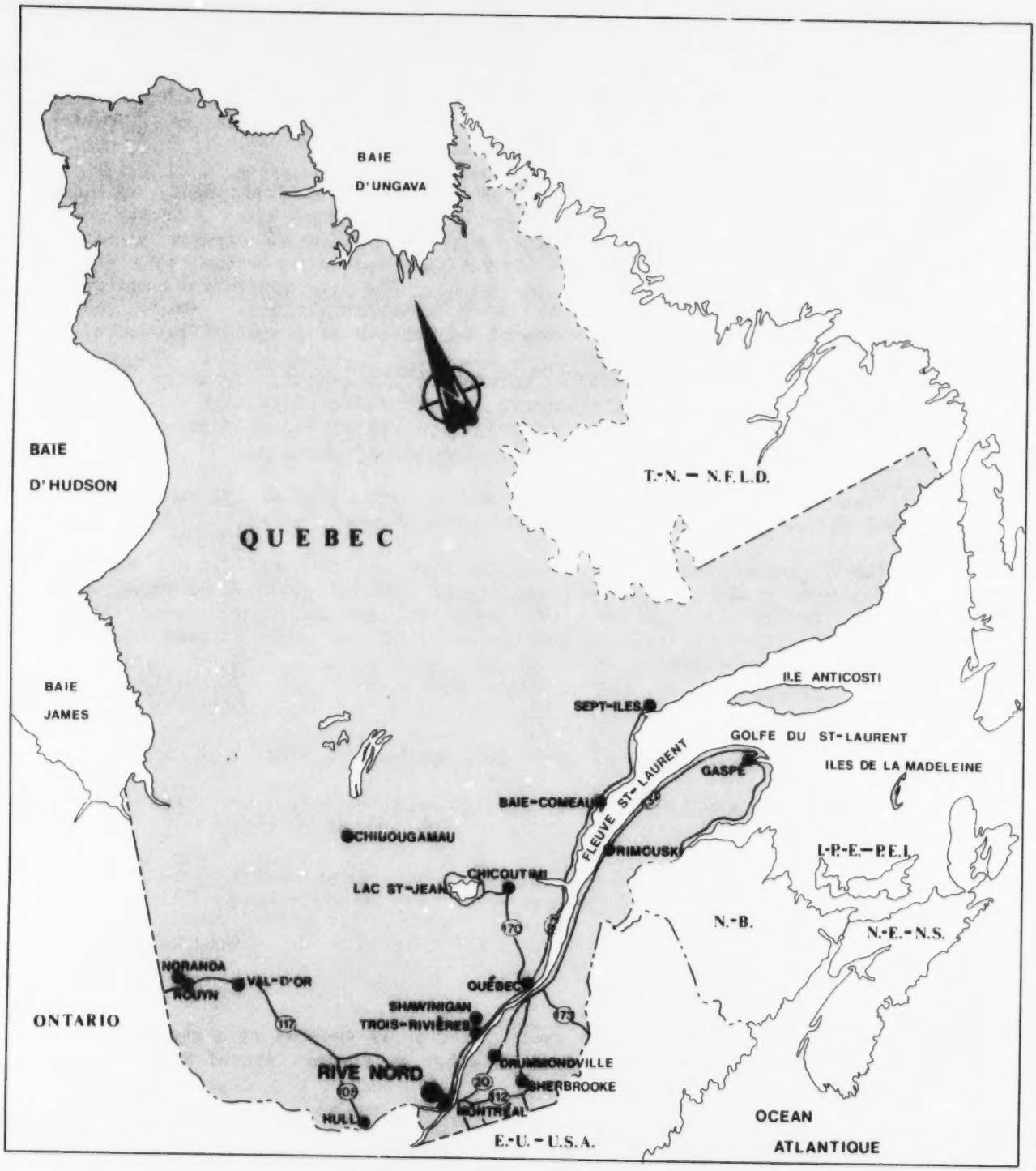
* For the purpose of this study, Site 30 is counted as a single holding instead of seven individual holdings as in the Central Real Property Inventory (CRPI).

1 Statistics Canada, Cat. 95-903, 1981

2 Government of Québec, Ministère des Affaires municipales, Répertoire des Municipalités du Québec, 1981.

RIVE NORD DE MONTRÉAL
MONTREAL NORTH SHORE



1.0 INTRODUCTION

The metropolitan ASC study includes most of the Mirabel Airport Region as defined in December 1970 by the Service d'Aménagement du Territoire de la Région Aéroportuaire (SATRA).

At that time the region comprised 34 municipalities. Only the largest ones are considered in this study, as the remainder of the region is mostly agricultural with little federal real property holdings. The municipalities of Terrebonne, Rosemère and Lorraine were omitted for the sake of greater interdependence of the selected municipalities.

The study area is bounded by the Mille-Iles river to the southeast, the municipalities bordering Route 148 to the southwest, the Nord River to the northwest and the municipalities along Autoroute 15 to the northeast.

The region has a total area of 783 km^2 and a total population of 144,507 (1981) distributed among five Montreal suburban municipalities: Saint-Eustache and Deux-Montagnes, which form the area of Saint-Eustache and Sainte-Thérèse, Blainville and Boisbriand, which form the area of Sainte-Thérèse. These area designations will be used for the purpose of this study. The region also includes a satellite city,[3] Saint-Jérôme, which is a regional node of the Montreal North Shore, and the town of Saint-Antoine, which can be regarded as a suburb of Saint-Jérôme. The municipality of Lachute is included in the study as a highly autonomous although relatively small intermediary centre. Lastly, the role which Mirabel plays in the region is defined by the juxtaposition of agricultural land and an international airport.

Transportation remains the largest industry in the region. Notwithstanding some growth in the various economic sectors in recent years, the residential function is still clearly dominant in the municipalities of the northern suburbs of Montreal. Lachute and Saint-Jérôme are more diversified, while the recreation function of Mirabel is destined to play a major role in the region.

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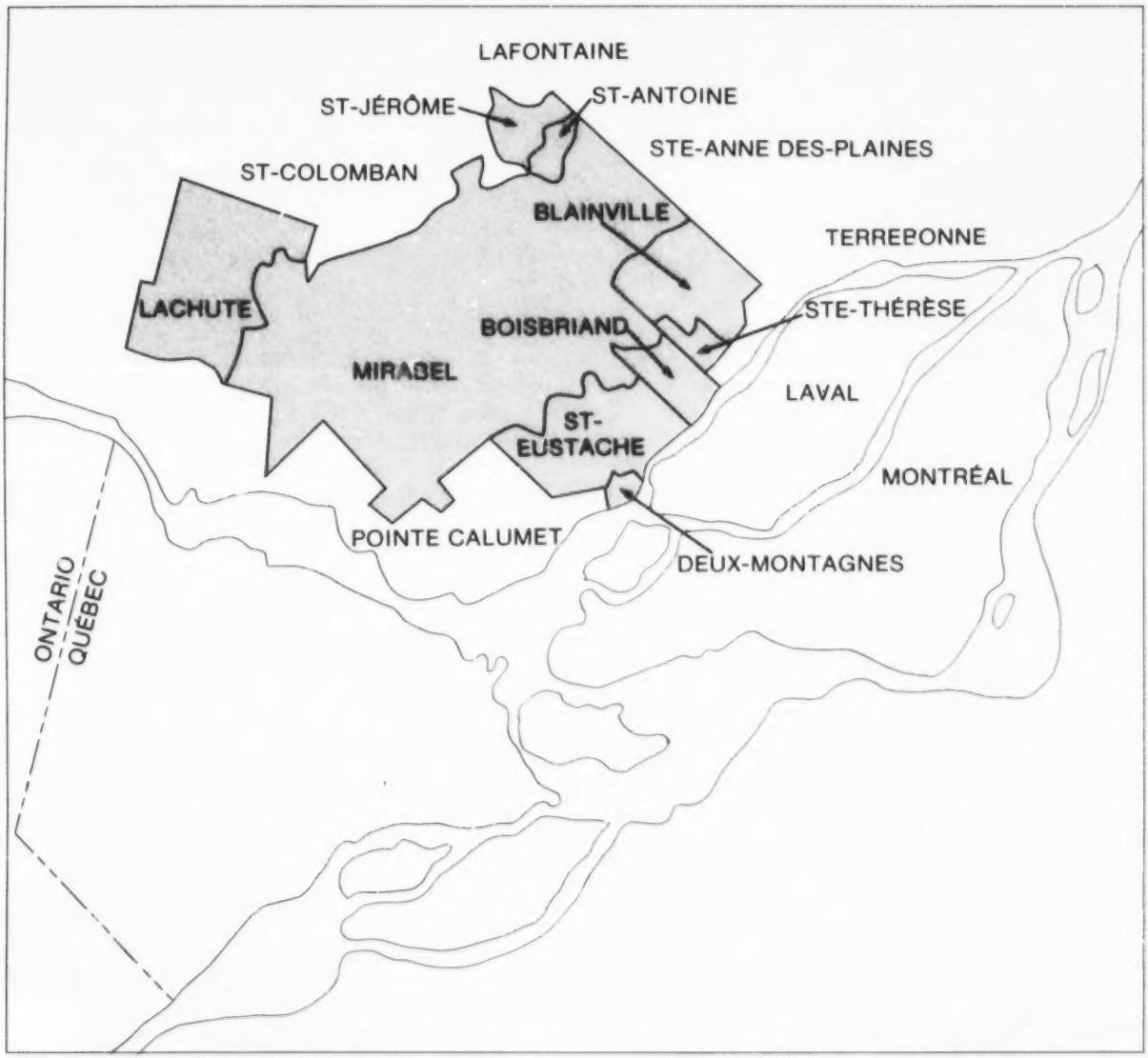
3 The Office de Planification et de Développement du Québec (OPDQ) defines a satellite city as an urban area having average population density and relative economic autonomy, situated outside of the metropolitan continuum comprised of the centre (Montreal) and the suburban municipalities but tied to the metropolis by rapid transportation links, OPDQ, Problématique et Synthèse de L'Economie régionale, 1979.



SECTEUR D'ÉTUDE / STUDY AREA

2.0 URBAN PROFILE

2.1 POPULATION

The municipalities of the airport region have recorded different rates of demographic growth which reflect their individual character. Lachute and Saint-Jérôme developed during the waves of industrialization of the thirties and the fifties but are now on the decline. The areas bordering Mille-Iles River, developed through the arrival of Montreal workers seeking the advantages of the countryside,[4] witnessed a period of strong growth starting in the fifties. Some of them, Boisbriand and Saint-Eustache, are currently recording high demographic growth rates (see Table 1).

Whereas in 1971 upwards of 50% of the region's population was concentrated in areas such as Lachute and Saint-Jérôme, which enjoy greater autonomy owing to their distance from Montreal, by 1981 close to 60% of the population was concentrated in the suburban municipalities (see Table 2). The growth rate for the region as a whole is currently high (13.1%[5] from 1976 to 1981) as compared to the province (3.3%) or the Census Metropolitan Area (CMA) of Montreal (0.9%). Still, these figures fall short of the 1981 forecasts by SATRA, which projected tht the regional population would increase by 21.3% during the 1976-1981 period following upon the opening of Mirabel Airport.

The age structure of the regional population varies with the type of municipality considered. Suburban municipalities are characterized by a fairly young population. In 1981, 35.9%[6] of the residents of Saint-Eustache and 32.1% of those of Sainte-Thérèse were aged 20 to 35, whereas the provincial average stood at 27.7%. Persons aged 65 and over accounted for 13.4% of the population of Lachute and 10.7% of that of Saint-Jérôme, compared to the provincial average of 8.8%. The bulk of the region's population, more than 90%,[7] is French-speaking. The municipality of Deux-Montagnes stands out with a large English-speaking population (37%). In Blainville, 13% of the population is neither French-speaking nor English-speaking.

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4 Service d'Aménagement du Territoire de la Région Aéroportuaire (SATRA), L'aménagement de la région aéroportuaire, Cahier d'Information, 1973

5 Statistics Canada, Cat. E-563

6 Statistics Canada, Cat. E-563

7 Statistics Canada, Cat. E-563

TABLE 1
PERCENTAGE CHANGE IN THE POPULATION OF THE STUDY REGION, 1961-1981

MUNICIPALITY	1961-1966	1966-1971	1971-1976	1976-1981
Blainville	--	*	+30.0	+17.8
Boisbriand	+39.8	*108.1	+39.2	+33.0
Deux-Montagnes	+10.9	+7.0	+3.8	+11.0
Lachute	+35.1	+15.6	+1.0	-1.7
Mirabel	--	*	-9.6	+4.4
Saint-Antoine	-5.2	*	17.9	2.0
Saint-Jérôme	+8.0	--	-5.4	-0.2
Saint-Thérèse	+32.8	+9.9	+1.8	+7.3
Saint-Eustache	*37.0	+33.0	+25.8	+39.9
Region	+20.7	*	*14.8	+13.1

Source: Statistics Canada, Cat. E-563. 1981 Census.

NOTE: Blainville was part of Sainte-Thérèse until 1968. The creation of Mirabel resulted in annexation of parts of the municipalities throughout the region in 1971. Other exchanges occurred in 1961, 1962, 1963, 1964, 1967 and 1969.

TABLE 2
POPULATION OF THE STUDY REGION BY MUNICIPALITY, 1961-1981

MUNICIPALITIES	YEAR				
	1961	1966	1971	1976	1981
Blainville	--	--	9 630	12 517	14 682
Boisbriand	2 502	3 498	7 278	10 132	13 471
Deux-Montagnes	7 274	8 069	8 631	8 957	9 944
Lachute	7 560	10 215	11 813	11 928	11 729
Mirabel	--	--	14 787	13 486	14 080
Saint-Antoine	983	934	5 831	6 872	7 012
Saint-Jérôme	24 546	26 511	26 524	25 175	25 123
Saint-Thérèse	11 771	15 628	17 175	17 479	18 750
Saint-Eustache	9 264	12 738	16 890	21 248	29 716
TOTAL	63 900	77 593	118 559	127 794	144 507

Source: Statistics Canada, Cat. E-563. 1981 Census.

2.1.1 Population Forecasts

A number of forecasts have been made based on the relative population growth index for the Montreal sub-areas published by the Bureau de la Statistique du Québec (BSQ).[8] For the period 1976-1981, the BSQ index projected a growth rate of 7.1% for the Montreal North Shore, a figure which underestimated actual growth. According to that source, the population of the study region would reach 173,550 by 2001. If the trends observed from 1971 to 1981 were to continue until 2001, the region would have a population of 236,450, a difference of 36.2% between the two forecasts. Based on this second scenario, the suburban municipalities would account for more than 75% of the total population of the region.[9]

2.1.2 Income

There is a clear-cut distinction between the municipalities of the Montreal suburbs and the rest of the region. Income levels in the study municipalities fall on either side of the Québec average. Income in the suburban municipalities is above the average, with a maximum of $17,957[10] in Deux-Montagnes in 1980 and a minimum of $17,047 in Blainville, slightly lower than the provincial average of $17,192. Income levels elsewhere in the region is below the provincial average and the Montreal average of $16,716 with an average minimum of $15,645 in Mirabel and a maximum of $15,856 in Lachute.

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8 Bureau de la Statistique du Québec, Perspectives démographiques pour le Québec et ses régions administratives, 1971-2001.

9 Projections based on Statistics Canada data, Cat. 95-903.

10 BSQ, 82-07-16, VF60C-001, Table 1.

2.2 ECONOMIC CONTEXT

The region exhibits diversified economic activity which reflects the diverse character of the component municipalities.

TABLE 3
PERCENTAGE OF EMPLOYMENT BY ACTIVITY SECTOR BY AREA, 1971

Activity Sector / Area	Primary	Secondary	Tertiary	Undetermined
Lachute	2.2	41.7	45.7	10.7
Saint-Jérôme*	0.4	45.8	52.4	1.4
Ste-Scholastique**	33.5	28.0	34.3	4.2
Sainte-Thérèse*	0.7	64.7	33.0	1.6
Saint-Eustache*	6.0	9.7	84.3	—
Region	8.6	38.0	50.0	3.4
Québec	5.6	28.0	57.0	9.9
Canada	8.5	25.6	58.2	7.7

* The area of Sainte-Thérèse also includes Boisbriand, Blainville, Saint-Jérôme, Saint-Antoine, Saint-Eustache and Deux-Montagnes.

** The Saint-Scholastique area can be defined by Mirabel.

Primary activity, represented by agriculture and sand/shore/stone-pit mining, makes up a sizable sector in Mirabel and Saint-Eustache. Saint-Jérôme, Lachute and Sainte-Thérèse dominate the secondary sector. Regionally, the manufacture of transportation equipment accounts for the bulk of secondary manpower, as is the case for the municipalities of Boisbriand, Saint-Eustache and Sainte-Thérèse. Sainte-Thérèse influences a strip along the Mille-Iles River and parallels Autoroute 15 north to the airport.

The paper industry dominant in Saint-Jérôme features the most diversified secondary sector. The transformation of the city's industrial base over the past ten years has favoured business expansion in less traditional sectors, such as electrical products, metals and chemicals.[11]

11 City of Saint-Jérôme, Economic Development Department.

Saint-Jérôme and Saint-Eustache have a particularly large tertiary sector. Owing to substantial commercial services, Saint-Eustache has extended its influence to Lachute and part of Laval.[12] Saint- Jérôme remains the major seat of government and public services north of Montreal[13] and extends its influence beyond the boundaries of the airport region.

Not to be overlooked is Montreal-Mirabel International Airport, an outcome of substantial investment which municipal authorities regard as an irreversible commitment to long-range regional development, but which has yet to make its economic impact on the region.[14]

The airport region is strongly linked with Montreal. A large portion of the population residing along the Mille-Iles River is attracted to Montreal by employment in the tertiary public and retail sectors. Only the area of Sainte-Thérèse is generating a fairly large reverse flow of manpower from Montreal Island. Intraregional moves for the purpose of work also flow mostly to the Sainte-Thérèsa area.[15]

The autonomy of the municipalities as regards employment increases with their distance from Montreal.

Lachute, the municipality situated farthest from Montreal, has the highest ratio of locally employed manpower to total employed manpower (90%),[16] followed by Saint-Jérôme with (82%). Conversely, Sainte-Thérèse and Saint-Eustache more so are suburban centres highly dependent on Montreal (48% and 34% respectively).[17]

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12 Service d'Aménagement du Territoire de la Région Aéroportuaire (SATRA), L'aménagement de la région aéroportuaire, Cahier d'Information, 1973.

13 Saint-Jérôme promotional bochure.

14 Municipality of Mirabel, Town-Planning Department.

15 OPDQ, Les migrations alternantes et l'activité économique, 1979.

16 Service d'Aménagement du Territoire de la Région Aéroportuaire (SATRA).

17 OPDQ, Le Système urbain, 1977.

TABLE 4
LABOUR FORCE, UNEMPLOYED AND UNEMPLOYMENT RATE BY MUNICIPALITY, 1981

Municipality	Labour Force	Unemployed	Unemployment Rate
Blainville	6 480	630	9.7
Boisbriand	6 235	600	9.6
Deux-Montagnes	4 635	315	6.8
Lachute	5 035	740	14.7
Mirabel	6 325	695	11.0
Saint-Antoine	3 515	325	9.2
Saint-Jérôme	12 245	1 520	12.4
Saint-Thérèse	9 200	880	9.6
Saint-Eustache	14 120	1 340	9.5
Région	67 790	7 045	10.4
Montréal	1 428 705	124 110	8.7
Prov. Québec	3 051 045	331 500	10.9

Source: Statistics Canada, SDE 81812.

The regional unemployment rate roughly matches the provincial rate, although some municipalities have been hit harder than others. Here again, there is a clear difference between the suburban municipalities and the rest of the region, with centres such as Saint-Jérôme and Lachute more severely hit by unemployment.

Generally speaking, the regional economy is fairly stable and awaiting a world-wide recovery to exploit its advantages tied to the proximity of the airport. Much hope is riding on the recent establishment of non-traditional industries, among them Great Lakes Carbon in Lachute, Stablex in Blainville and Bell Helicopter in Mirabel, while housing construction shows signs of recovery in certain suburban municipalities, including Saint-Eustache and Boisbriand.

2.3 URBAN STRUCTURE

2.3.1 General Structure

Since the fifties, the municipalities near Montreal have felt the effects of urban sprawl, which, coupled with rapid growth, has produced low-density agglomerations, resulting in an overconsumption of space, longer travel distances and costly infrastructures.[18] This applies to the municipalities bordering the Mille-Iles River.

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18 OPDQ, L'espace montréalais: éléments d'urbanisation et OPDQ, Orientations du développement régional de Montréal.

Because Lachute and Saint-Jérôme lie farther out from the metropolis, they have not undergone the same abrupt pace of growth. They are characterized by somewhat decaying central cores structured around a river but are fairly well serviced when compared with other suburban municipalities of comparable size.[19] Low-density single-family residential space lies adjacent to the old urban cores.

Urban land uses adhere to much the same scheme, with fairly dense residential areas in the city centre contrasted with low-density outlying areas; large commercial centres supplemented at times by outlying centres; a few older industrial firms within the urban core; and industrial parks near major routes in the peripheral areas.

The municipalities are differentiated more by the relative weight of the various land uses, with mostly residential towns such as Deux-Montagnes and Saint-Antoine on the one hand, and more evenly balanced municiaplities such as Saint-Jérôme and Lachute, in which a variety of land uses are more evident on the other.

Deux-Montagnes, Sainte-Thérèse and Saint-Jérôme have the largest amounts of developed land as well as the highest densities. They are surrounded by towns having large amounts of undeveloped land. Saint-Eustache claims the major portion of undeveloped land.

Some municipalities display distinguishing characteristics. In Mirabel, which has both the largest total land area and the largest developed area, the airport, occupying $21.2^{20}km^2$, accounts for 63.2% of the developed area, the remainder being distributed among several villages in the surrounding farmlands.

In Blainville, the presence of Camp Bouchard, a federal property claiming 36.9% of the total land area, affects the proportion of land allocated for different uses. The lack of an agricultural zone in Sainte-Thérèse results in a larger amount of undeveloped land.

Indeed, the provincial legislation on agricultural zoning imposes has frozen all non-agricultural development on a large portion of the land in the region. All of the land in Mirabel is restricted by this legislation. Next are Saint-Eustache with more than 80% of its land restricted, Saint-Antoine with 70% and Boisbriand with 60%.[21]

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19 Service d'Aménagement du Territoire de la Région aéroportuaire (SATRA), L'aménagement de la région aéroportuaire, Cahier d'Information, 1973.

20 Government of Québec, Ministère des Affaires municipales, Données planimétrées des fonctions urbaines des agglomérations du Québec (1966, 1976 et 1978).

21 Figures supplied by officals of the various municipalities.

TABLE 5
TOTAL LAND AREA AND DEVELOPED AREA, LAND USES AS A PERCENTAGE OF DEVELOPED AREA, BY MUNICIPALITY, 1979

Municipality	Total Area (km^2)	Devel'd Area (km^2)	% Developed		Residential	Commercial	Industrial	Public	Open Space	Communication	Undevel'd Area
Saint-Thérèse	10,3	6,4	61.8	58.2	7.0	15.4	8.0	3.4	--	8.0	
Blainville	55,0	16,3	29.7	21.5	3.1	7.6	65.0	0.8	—	2.0	
Boisbriand	27,0	5,0	18.5	56.3	2.5	23.8	14.6	1.5	--	1.3	
Saint-Eustache	70,5	11,3	16.0	60.9	9.6	17.0	3.8	1.2	—	7.5	
Deux-Montagnes	5,9	4,4	73.6	82.6	2.7	2.1	10.3	2.2	--	0.1	
Saint-Jérôme	15,8	9,4	59.5	47.7	13.0	22.9	11.2	1.9	0.5	2.8	
Saint-Antoine	9,8	2,3	23.8	71.8	15.3	5.5	5.3	0.4	--	1.7	
Lachute	96,2	7,8	8.1	43.3	7.2	11.5	8.9	25.6	2.3	1.2	
Mirabel	492,4	33,6	6.8	7.8	2.4	11.5	3.1	11.8	63.1	0.3	
Région	782,9	96,5	12.3	33.8	5.4	12.9	16.2	7.1	22.2	2.4	

Source: Government of Québec, Ministère des Affaires municipales, Données planimétrées des fonctions urbaines des agglomérations du Québec (1966, 1976 et 1979).

The advent of Mirabel Airport has affected development throughout the region. Since 1972, the municipalities in the study area have joined in a regional plan to develop planning instruments for their individual needs. Most of the community development plans and projects are currently being revised.

2.3.2 Transportation

The road system in the study region provides convenient access to Montreal Island. Several municipalities (Boisbriand, Sainte-Thérèse, Blainville, Mirabel and Saint-Jérôme), have direct access to Interregional Autoroute 15, which links Montreal Island with the Laurentians. Travel to downtown Montreal takes 25 to 60 minutes from Sainte-Thérèse and 30 to 80 minutes from Saint-Jérôme.[22]

The area is served by two regional autoroutes. Autoroute 13 starts on Montreal Island and terminates at Boisbriand. Opinion is divided as regards the completion of this highway, scheduled to provide direct service to and from Mirabel International Airport. In its 1979 progress report, the Commission Conjointe d'Urbanisme de Mirabel Sud recommended that the work be suspended until flights had been transferred from Dorval to Mirabel, at which time the heavier traffic would justify continuation of the autoroute.[23] The municipal authorities of Mirabel see the halt of contruction as the major obstacle to development of the City's industrial park, Parc Industriel et Commercial Aéroportuaire (PICA).[24]

For now, Autoroute 13 joins up at Boisbriand with the second regional autoroute, the 640, which links all the municipalities along Mille-Iles River and also crosses Autoroute 15 at Sainte-Thérèse. This puts Saint-Eustache about 30 minutes from Montreal.

There are also three major urban arterials: Route 117 runs parallel to Autoroute 15, Route 344 runs along Milles-Iles River, and Route 148 gives Saint-Eustache, Mirabel and Lachute access to Laval and the inter-regional autoroutes. Travel from Lachute to Montreal takes 50 to 80 minutes. Most of the urban arterials are also entrance roads which thus serve as commercial arteries. The extension of Route 148 into Saint-Eustache has caused a shift in the central business district.

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22 OPDQ, La récréation de plein-air, 1979.

23 Commisdsion conjointe de Mirabel-Sud, Schéma directeur des structures: évolution récente, tendance à moyen terme, Rapport intérimaire, 1979.

24 According to the Town Planning Department of Mirabel.

With regards to passenger rail transportation, Canadian Pacific (CP) suspended service to Sainte-Thérèse and Saint-Jérôme several years ago. Canadian National (CN) still operates a line between Deux-Montagnes and Montreal (45 minute run), but given declining passenger levels and higher fares, the service has fallen off considerably since 1966 and is not competing well with the increasingly efficient highway system. Nevertheless, the Conseil des Transports de la Région de Montréal (CONTREM) is in favour of integrating the rail lines into the regional public transit network as well as possibly extending the rails to provide service between Mirabel Airport and Montreal.[25]

Voyageur and the Laval Transit Commission operate bus services from most parts of the region to Montreal. Saint-Jérôme and the municipalities along Mille-Iles River also have local bus service.

Mirabel Airport, situated in the heart of the region, provides international air service. It is accessed by a special lane extending from Autoroute 15. Lachute has a local airport facility.

2.3.3 Commerce

Commercially, the municipalities best serviced are Saint-Jérôme and Saint-Eustache. Saint-Jérôme serves a large portion of the northern region (Laurentian sector), while Saint-Eustache's service area extends more to the west. Sainte-Thérèse also has a large commercial sector, due to the proximity of the regional shopping centres of Laval. In view of the relative remoteness of Lachute, the current number of commercial establishments in that municipality are not as high as would have been supposed.

The commercial structure of the municipalities as a whole is defined in terms of the urban arterials which pass through them. The shopping centres are sometimes part of this structure, as in Saint-Eustache.

Neighbourhood businesses are more uniformly distributed within the municipalities. Mirabel is contemplating the development of small peripheral commercial cores to serve its rural population.

2.3.4 Industry

The manufacture of transportation equipment is the major industry in the region. However, it is concentrated in smaller industrial nodes such as Boisbriand and Saint-Eustache. These municipalities are characterized by their closer proximity to Montreal.

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25 Conseil des Tranports de la Région de Montréal (CONTREM), La Ligne de Deux-Montagnes, le Concept: un métro régional, 1979.

The major industrial centre is Saint-Jérôme, with Lachute trailing far behind.

However, the growth of employment in the manufacturing sector seems to favour the municipalities along the Mille-Iles River and more closely linked wth Montreal. From 1961 to 1972[26] jobs in the manufacturing sector increased 163% in Saint-Eustache and 145.2% in Sainte-Thérèse, as opposed to a low 21% in Saint-Jérôme.

Sainte-Jérôme and Lachute have a more diversified industrial base and larger industries. These two municipalities claim seven of the region's ten largest industries, represented in Saint-Jérôme by the paper, transportation and rubber groups and in Lachute by the manufacture of firebrick, detonating fuses, fibres and boxes.

TABLE 6
THE TEN LARGEST COMPANIES
IN THE AIRPORT REGION, 1980

Industry	Employees	Location	Industrial Activity Sector
General Motors	2 400	Boisbriard	Automobiles
Rolland Inc.	750	Saint-Jérôme	Fine paper
Canadian Refractories	620	Lachute	Firebricks
CXA	561	Lachute	Detonating fuses
Canadian Kenworth	500	Saint-Thérèse	Trucks
Waterville Cellular Products Ltd.	375	Saint-Jérôme	Autombile dash-boards
General Motors	322	Saint-Eustache	Buses
Baron Rubber Ltd.	300	Saint-Jérôme	Rubber soles
Ayers Ltd.	275	Lachute	Fibres
Price Wilson Ltd.	270	Lachute	Boxes

Source: Government of Québec, MICT and municipal data.

The major highways, and rail infrastructure, play a key role in industrial siting, particularly in the case of industrial parks. The largest industrial land areas are situated in Mirabel, Saint-Jérôme and Saint-Eustache.

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26 OPDQ, Problématique et Synthèse de l'Economie régionale, 1977.

In Mirabel, most industrial space is situated around the airport. A mineral water bottling plant is scheduled to open soon.[27] The urban fabric of Saint-Jérôme incorporates older, large industrial zones established along the rail lines. All of the more recent areas have been sited near Autoroute 15. This is the case in Sainte-Thérèse and Boisbriand. In Saint-Jérome, 40% of the space in the industrial parks are vacant.[28] Saint-Eustache has a vast industrial area. Stone-pits account for 60% of this space located along Route 640.

The proportion of developed land used for industrial purposes is also relatively high in the municipalities of Sainte-Thérèse (15.4%) and Boisbriand (23.8%), both higher than the provincial average of 15.0%.

In Blainville, much of the 319-hectare industrial park is vacant. Municipal authorities are counting on the new Stablex industrial toxic waste treatment plant,[29] which employs some thirty persons, to further develop the industrial park which has the lowest cost land available in the region.[30]

The neighbouring municipality of Sainte-Thérèse has the most expensive land but its industrial park is the smallest.

In Lachute, the projected opening of the Great Lakes Carbon plant[31] should provide more than 200 jobs in the short term. This would stimulate economic recovery in the municipality, which is experiencing region's highest unemployment rate.[32]

2.3.5 Housing

Residential land use is dominant in the municipalities close to Montreal. Deux-Montagnes leads out with 82.6%[33] of its developed land allocated for housing. Saint-Antoine, a suburb of Saint-Jérôme, has a strong residential character, which offsets the limited potential for residential development in Saint-Jérôme in which 100% of the serviced land is already in use. Saint-Eustache has the largest residential land area.

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27 Canadian Lands Company (Mirabel) Ltd., L Bulletin, July 1983.
28 Government of Québec, MICT, Inventaires industriels.
29 According to officials, Municipality of Blainville.
30 Government of Québec, MICT, Inventaires industriels.
31 According to the Lachute Industrial Commission.
32 Statistics Canada, SDE81812, Microfiches.
33 Government of Québec, Ministère des Affaires municipales, Données planimétrées des fonctions urbaines des agglomérations du Québec (1966, 1976 et 1978).

TABLE 7
RESIDENTIAL LAND AND NUMBER OF HOUSING UNITS BY MUNICIPALITY, 1979 AND 1981

Municipality	Residential Land (ha) (1979)	Residential Land at % of Developed Area	Total Housing Units	Homes Owned (%)
Saint-Thérèse	369,45	58.2	6 340	50
Blainville	351,20	21.5	4 215	77
Boisbriand	280,60	56.3	4 170	56
Saint-Eustache	687,86	60.9	9 280	67
Deux-Montagnes	359,15	82.6	3 275	76
Saint-Jérôme	449,74	47.7	9 430	35
Saint-Antoine	167,85	71.8	2 115	70
Lachute	335,94	43.3	4 075	56
Mirabel	260,60	7.8	4 105	51
Region	3 262,39	41.7	47 005	57

Sources: Government of Québec, MAM, Données planimétrées.
Statistics Canada, Cat. E-263, 1979 and 1981.

The large percentage of owned homes reflects the strong popularity of single-family dwellings, particularly in the suburban municipalities.[34] Sainte-Thérèse, however, has a large number of duplexes and apartment buildings of less than five stories.

Housing density increases in the non-rural municipalities farther away from Montreal. In Boisbriand, 32% of the dwelling fall into the category of apartment buildings of less than five stories. Saint-Jérôme has the highest percentage of rental units and the lowest percentage of single-family dwellings.

Housing construction has been fairly stable in recent years and remains so in Saint-Jérôme and Lachute. Some improvement is expected this year in the suburban municipalities. Single-family dwellings dominate the housing construction market. In Mirabel, a number of a senior-citizen centres are currently under construction.

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34 Statistics Canada, Cat. E-563.

Looking at the aggregate housing market, 90% of the transactions on the Montreal North Shore involve the purchase of homes, mainly existing units.[35] Housing prices on the North Shore are lower than in Laval, the suburban city closest to Montreal. In Mirabel, the Canadian Lands Company has received purchase offers for 284 of the 1,090 properties offered in its sales program.

The rental housing market is at a standstill, with no recovery expected in the short term. Vacancy rates in the region are fairly high. In April 1983, 3.5% of the multi-family dwellings in the Sainte-Thérèse area were vacant. The corresponding figures for the areas of Saint-Eustache and Saint-Jérôme stood at 5.2% and 4.4% respectively. The vacancy rate is expected to increase throughout the region after the annual household moves in July.[36]

In recent years, residential restoration has increased considerably, particularly in Saint-Jérôme and Saint-Eustache. Some municipalities also have a home construction subsidy program.

2.3.6 Institutions

Saint-Jérôme has the best-developed institutional sector. Its hospital centre attracts 34% of its clientele from the rural area, thus competing with the Lachute Hospital. The residents of Sainte-Thérèse also use this hospital facility in spite of the proximity of Laval and Montreal. The Saint-Eustache Hospital serves the municipalities along the Mille-Iles river.[37]

The distribution of educational facilities is clearly proportional to the population. The relative over equipment of Saint-Jérôme and Sante-Thérèse stems from the presence of community colleges whose influence extends beyond municipal limits.[38]

Saint-Jérôme and Sainte-Thérèse are the municipalities best equipped in the public administration sector. In 1977, Saint-Jérôme's equipment rate was double the regional average, while Lachute recorded a slight under equipment.

The public and service sector provides a number of jobs in the region, thereby altering traditional urban structures, particularly in the case of Saint-Jérôme.

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35 CMHC, Index, first quarter, 1983.
36 According to data supplied by CMHC-Laval, April 1983 survey.
37 OPDQ, Les équipements publics, 1979.
38 OPDQ, Le système urbain, 1977.

TABLE 8

EMPLOYMENT IN THE PUBLIC AND SERVICE SECTOR, LACHUTE 1982, SAINT JÉRÔME AND SAINT-EUSTACHE 1981

Municipality	Employer	Number of Jobs
Lachute	Educational Institutions	688
Saint-Jérôme	Educational Institutions	1 400
Saint-Jérôme	Hospital	760
Saint-Jérôme	Bell Canada	615
Saint-Jérôme	Hydro-Québec	550
Saint-Jérôme	Fed. and Prov. Departments	700
Saint-Eustache	Hospital	488

Source: Government of Québec, MICT, Inventaires industriels.

Saint-Jérôme is the only municipality in the study area which is over equipped as regards cultural facilities. The region as a whole has a poor cultural infrastructure and is strongly dependent on Montreal.

Owing to the municipality's size and scattered population, services in Mirabel must often be decentralized to form smaller units, one example being the mobile library system. On the whole, the Saint-Janvier section is the best served. The surrounding nodes, such as Saint-Jérôme and Saint-Eustache, attract the bulk of the service clientele.

2.3.7 Recreation and Open Space

Recreation facilities and open spaces are in plentiful supply in the region. Saint-Eustache, Saint-Jérôme and Lachute are the best equipped for urban recreational activities and their facilities serve the rest of the region.

TABLE 9

RECREATION FACILITIES BY AREA, 1981-1982

	Saint-Eustache (1981)	Saint-Jérôme (1981)	Lachute (1982)
Swimming Pools, Indoor/Outdoor	5/6	3/2	1/2
Municipal Parks	30	6	4
Heritage Sites, Indoor/Outdoor	2/20	2/2	1/4
Tennis Courts	16	12	6
Downhill/Cross-Country Ski Facilities	1/1	1/1	1/2
Golf Courses	3	—	5
Theatres/Drive-Ins	-/1	5/1	1

Source: Government of Quebec, MICT, Inventaires Industriels, 1981, 1982.

The proximity of two major tourist and recreation areas makes for a recreation plant easily accessible by Autoroute 15 for the Laurentian sector and Autoroute 640 for the Deux-Montagnes sector. The latter area owes its popularity at the Lac des Deux-Montagnes sector. The latter area owes its popularity to the Lac des Deux-Montagnes and the Paul Sauvé Regional Park, the largest in the Montreal area. The mountains and lakes of the Laurentians attract a year-round clientele.

The Lachute region is highly utilized as a weekend cottage area, as well as a number of municipalities along the Mille-Isles river.

Over the past ten years or so, federal investment in the Mirabel area has been instrumental in the development of a diversified recreation area supplementing the traditional areas mentioned above.

The opening of a cross-country ski network and the Belle-Rivière forest to researchers and nature-lovers is part of the development of 5,200 hectares into a huge regional recreation park.

Several projects are still being considered. Management of the parks will be transferred from the Canadian Lands Company (Mirabel) Ltd. to non-profit agencies, corporations and the municipalities themselves.

3.0 GOVERNMENT LAND PLANNING POLICIES AND OBJECTIVES AND LOCAL ISSUES

3.1 MUNICIPAL OBJECTIVES

3.1.1 Municipality of Blainville

(i) Objective: To ease the tax burden of the residents.

Project: Promote the establishment of businesses in the new industrial park.

(ii) Objective: To increase development opportunities.

Project: Advance the Laurentian Autoroute exit project in cooperation with Transport Canada.

3.1.2 Municipality of Boisbriand

(i) Objective: To increase the amount of fully serviced industrial land.

Project: Develop an industrial park north of Autoroute 640.

(ii) Objective: To consolidate the residential space.

Project: Channel development between Autoroute 640 and the Mille-Iles River.

3.1.3 Municipality of Deux-Montagnes

The Deux-Montagnes Municipal Advisory Council is in the proess of drafting new objectives aimed at assisting in the regional objectives of the Deux-Montagnes Regional County Municipality.

(i) Objective: To facilitate traffic circulation around the train station.

Project: Develop infrastructures and parking lots.

3.1.4 Municipality of Lachute

(i) Objective: To promote industrial development.

Project: Promote existing parks, including the heavy-industry park.

3.1.5 Municipality of Mirabel

(i) Objective: To strengthen the internal municipal structure.

Project: Settle the issue of the Regional County Municipality, which will include Mirabel, while defending the principle of an autonomous Mirabel RCM.

(ii) Objective: To sustain the lowest possible tax rate.

Project: Improve services and develop new residential spaces.

(iii) Objective: To promote the development of Parc Industriel et Commercial Aéroportuaire (PICA).

Project: Gain approval for the extension of Autoroute 13.

3.1.6 Municipality of Saint-Antoine

(i) Objective: To structure commercial and industrial activity around a central business district.

Project: Develop two main arterials, Routes 117 and 156.

(ii) Objective: To consolidate residential space.

Policy: Reject residential projects which do not provide for immediate continuity with developed spaces.

3.1.7 Municipality of Saint-Eustache

(i) Objective: To upgrade the quality of life for residents.

Project: Provide an underground water supply.

Project: Renovate the sewer system and build a treatment plant.

(ii) Objective: To revitalize older residential spaces.

Project: Assist in the neighbourhood improvement and renovation programs.

3.1.8 Municipality of Saint-Jérôme

(i) Objective: To guarantee sustained economic activity and job opportunities for the local labour force.

Project: Implement a series of measures, following upon installation of the industrial park, structured in line with an economic development plan.

(ii) Objective: To strenghten the commercial character of the central business district.

Project: Set up a Société d'Initiative et de Développement des Artères Commerciales (SIDAC).

Project: Promote the concept of specialization of commercial spaces (city centre and periphery).

(iii) Objective: To adapt the municipality's planning instruments to the need for asset consolidation.

Project: Revise existing bylaws (underway).

Project: Extend the restoration program.

(iv) Objective: To promote the opening of small and medium-size businesses.

Project: Amend minimum space standards for the industrial park.

3.1.9 Municipality of Sainte-Thérèse

(i) Objective: To promote the establishment of new industrial firms.

Project: Participate in the Société de Développement économique de Groulx, mandated to promote industry in the region.

(ii) Objective: To upgrade the quality of life for the residents.

Project: Assist in the provincial water purification program.

(iii) Objective: To increase the amount of residential space.

Project: Develop Upper Sainte-Thérèse and the section east of Labelle Boulevard.

3.2 REGIONAL OBJECTIVES

The Québec Land Use Planning and Development act requires the formation of Regional County Municipalities (RCM's), composed of all towns not included in urban or regional communities.

Since this Act is new, no RCM has filed planning objectives, which will provide guidelines for the drafting of development plans. It will be several years before planning objectives of the regional governments are known. It should be noted that Mirabel is the only Québec municipality which is not yet part of an RCM.

3.3 PROVINCIAL OBJECTIVES

Once the RCM's announce that they will commence drafting their development plans, the Québec government will disclose their planning objectives for the region.

3.4 FEDERAL OBJECTIVES

Federal Land Management Policy (FLM)

It is the policy of the government that federal real property be managed economically and efficiently so as to combine the efficient provision of government services with the achievement of wider social, economic and environmental objectives.

Other Objectives

The following federal objectives were primarily derived from the First Annual Review of the Senior Interdepartmental Committee on Urban Affairs and other federal policy documents.

A. General

(i) To achieve a more balanced pattern of growth in metropolitan areas.

(ii) To achieve a more balanced pattern of cities and towns, with increased emphasis on small, medium size and new communities.

(iii) To improve the physical enironment of larger urban centres.

(iv) To improve the social environment of larger urban centres.

(v) To contribute toward the efficient and effective development and use of urban services.

(vi) To encourage the efficient use of scarce energy resources.

B. Program-Related

(i) To ensure an adequate supply of serviced residential land.

(ii) To conserve and improve stable, low and moderate income resiential areas.

(iii) To promote neighbourhood conservation and revitalization.

(iv) To assist in the development and rehabilitation of housing for rural and native groups.

(v) To enhance the quality of the environment by the improved management and utilization of natural resources.

(vi) To realize the potential of each region, through economic and social development.

(vii) To attract investment into relatively slow growth areas.

(viii) To provide facilities to foster the optimum development of marine transportation.

(ix) To preserve Canada's historic heritage.

(x) To preserve lands of particular ecological value.

(xi) To assist municipalities in undertaking a program of rail relocation.

(xii) To ensure that the federal government institutions do no build or support any future flood vulnerable developments in flood risk areas.

3.4.1 Objectives and Projects of Canadian Lands Company (Mirabel) Ltd.

The Canadian Lands Company (CLC) administers a large part of the Mirabel territory. It is mandated to manage and improve the properties within the region and to draft policy for the region's future. CLC has established the economic objectives outlined below.

Industrial Objectives:	To maximize promotion of the regional economy from an international perspective.
Project:	C operate with the region's ten industrial commissioners to develop a global approach.
Agricultural Objective:	To promote a sustained agricultural base.
Project:	Soil drainage program. Agro-Plus improvements; animation and farm tours. Analyse the export of farm products.
Forestry Objective:	To further the development of maple groves.
Project:	Assist in implementation, marketing and operation.

CLC is further mandated to promote maximum utilization of the properties within the region, while increasing local stability through the sale of some of the properties declared surplus or the offer of long-term leases.

CLC Sales Program

- Agriculture	157 farming and forestry operations (48.6% have expressed an interest in ownership).
- Housing	448 dwelling (89.7% have expressed an interest in ownership).
- Commerce	59 buildings and sites (83.7% have expressed an interest in ownership).

The regional improvement objective involves the recreation function as well. The creation of a 5,200 ha regional recreation park is consistant with this objective.

3.5 LOCAL ISSUES

Much hope was sparked by sweeping transformations in the region, two examples being revision of Saint-Jérôme's industrial structure and the advent of Mirabel Airport. But the difficult economic situation of recent years has hampered the implementation of projects.

Some projects remain a focus of local concern. For the municipalities of Mirabel and Lachute, for instance, the extension of Autoroute 13 and construction of Autoroute 50 are regarded as vital to economic recovery.

Closer to Montreal, the structured links which the suburban municipalities maintain with the metropolis have alleviated the harsh economic times. The hike in autoroute tolls, as well as the high fares and non-competitive position of the public transit system, are sources of concern.

Concern over employment and the establishment of new industries is prompting communities to engage in cooperative efforts on a regional scale.

The municipalities bordering the Mille-Iles River experience environmental problems in the spring, for the flood plains in those areas are entirely developed. In Saint-Jérôme, the push to reclaim the shores of the Nord River for park development is running up against the transfer of most of the shoreline to the private sector. However, reclamation is feasible in the medium term through a river rehabilitation scheme.

Some issues regarding local structure are also of interest to the municipalities. Saint-Jérôme is concerned about its shrinking commercial base, which is weakening the central business district. In Sainte-Thérèse, there is only one rail crossing. However, these problems affect only a small portion of the population in the airport region.

4.0 FEDERAL PROPERTIES

4.1 Federal Property Characteristics

The federal government owns 30 properties in the study area. Of these, 22 are located in Mirabel and Saint-Jérôme; the others are situated in seven surrounding municipalities.

The municipality of Mirabel has the largest number of properties with 20. Transport Canada, with 16 properties, is the department with the most holdings.

TABLE 10
FEDERAL PROPERTIES BY DEPARTMENT AND MUNICIPALITY
AIRPORT REGION, 1983

	DEPARTMENT							
MUNICIPALITY	RCMP	DND	CSC	CPC	CLC (M)	MOT	PWC	TOTAL
Blainville		1				1		2
Lachute				1				1
Mirabel			1	1	1	15	2*	20
Saint-Benoît				1				1
Saint-Eustache				1				1
Saint-Janvier				1				1
Saint-Jérôme	1	1		1				3
Saint-Thérèse				1				1
TOTAL	1	2	1	7	1	16	2	30

* The PWC property around Mirabel includes the lands outlying the airport in Blainville, Lachute, Boisbriand, Bellefeuille, Sainte-Anne-des-Plaines and Sainte-Sophie.

Note: 1) On the individual sites maps located in the perimeter of site 30 (Lands surrounding Mirabel Airport), land uses are shown normally even if all the land is institutional (federal property). This will give a better view of the land uses situation.

2) Title on the site map no. 29 should be read "CPC - Former Post Office".

Table 11
Space (m^2) Occupied by Departments in PWC Properties or Leased Space

Department	Property	Space	Other Property	Leased Space
AGR			MOT - Mirabel Airport	8.60 m^2 (office)
CEIC			55, rue Grignon SAINT-EUSTACHE	64.0 m^2 (office)
			367 Arthur-Sauvé SAINT-EUSTACHE	56.32 m^2 (office and parking space)
			500, des Laurentides SAINT-ANTOINE-DES-LAURENTIDES	507.2 m^2 (office and parking space)
			505, route Béthanie LACHUTE	477.2 m^2 (office and parking space)
			208, boul. Labelle SAINTE-THÉRÈSE	873.3 m^2 (office and parking space)
			210, boul. Labelle SAINTE-THÉRÈSE	18.6 m^2 (warehouse)
			212, boul. Labelle SAINTE-THÉRÈSE	134.0 m^2 (office)
			MOT - Mirabel Airport MIRABEL	981.7 m^2 (office and warehouse)
			225 du Palais SAINT-JÉROME	1298.4 m^2 (warehouse and parking space)
			336, boul. Labelle SAINT-JÉROME	315.7 m^2 (office)
JUS			444, Mgr. Dubois SAINT-JÉROME	37.0 m^2 (office)
DND			324, boul. Labelle SAINT-JÉROME	305.5 m^2 (office, warehouse and parking space)

Department	Property	Space	Other Property	Leased Space
RC (C&E)			Matac Cargo - Mirabel Airport	1323.2 m^2 (office, warehouse and parking space)
			MOT - Mirabel Airport MIRABEL	113.5 m^2 (office)
CPC			Mirabel Airport MIRABEL (Matac Cargo)	2419.5 m^2 (office and parking space)
			MOT - Mirabel Airport MIRABEL	194.2 m^2 (commerce)
			Boul. Arthur-Sauvé SAINT-EUSTACHE	1117.9 m^2 (office)
			47, boul. Mirabel SAINT-BENOIT-DE-MIRABEL	26.5 m^2 (commerce)
CSC			204, boul. Labelle SAINTE-THÉRÈSE	233.9 m^2
			85 de Martigny SAINT-JÉROME	206.3 m^2

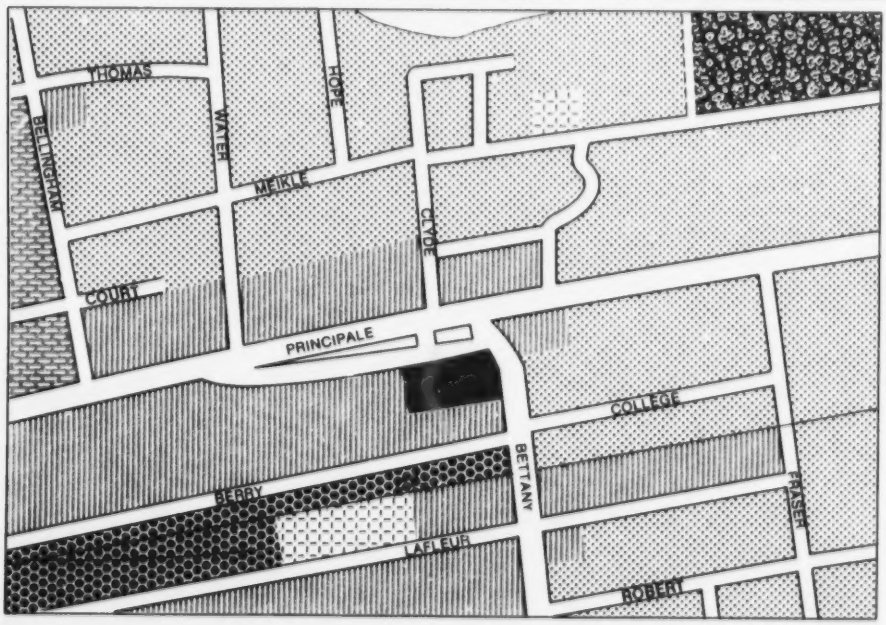
PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 1

Édifice de la Société canadienne des postes
Canada Post Corporation Building

582, rue Principale, Lachute
582 Principale Street, Lachute

OWNER/PROPRIÉTAIRE SCP/CPC
CRPI/RIC: 2474230 02 CPO007424
STUDY YEAR/ANNÉE D'ÉTUDE 1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:5,000

0 50
m

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 2, 8, 21, 26,

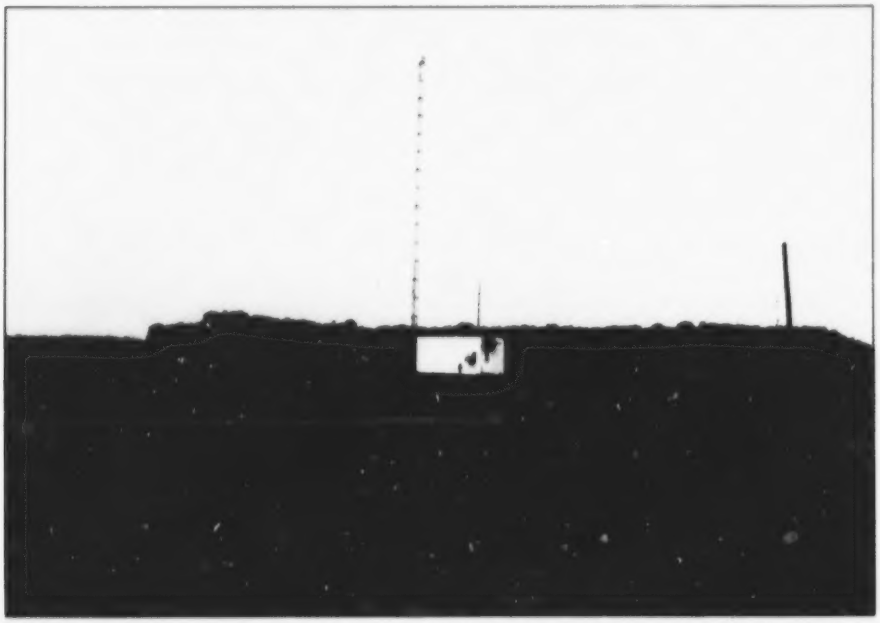
Radiobornes
Marker Beacons

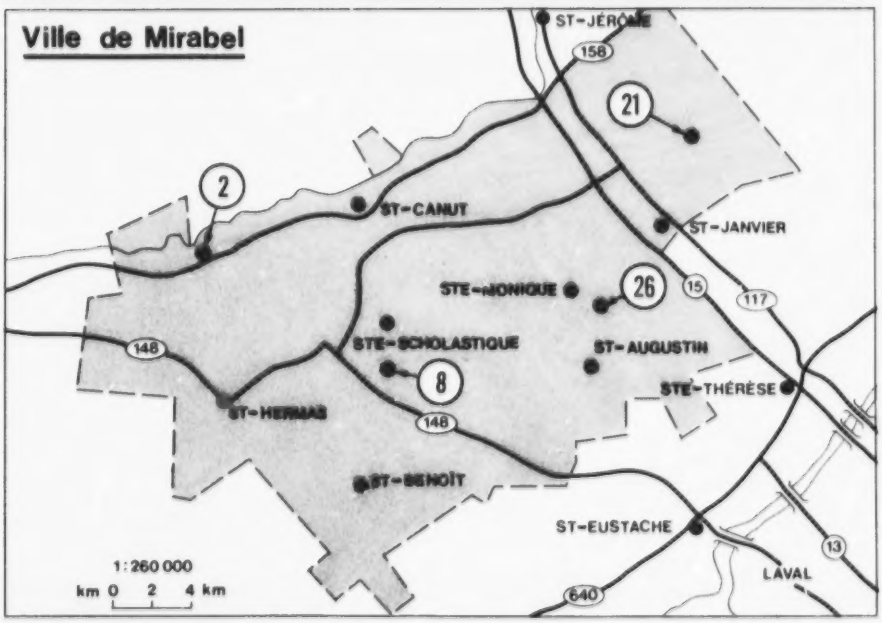
À différents endroits dans la ville de Mirabel
Various locations in Mirabel

OWNER PROPRIÉTAIRE
TC/MOT

CRPI RIC
PAS DANS LE RIC
NOT IN THE CRPI

STUDY YEAR ANNÉE D'ÉTUDE
1983





PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 3

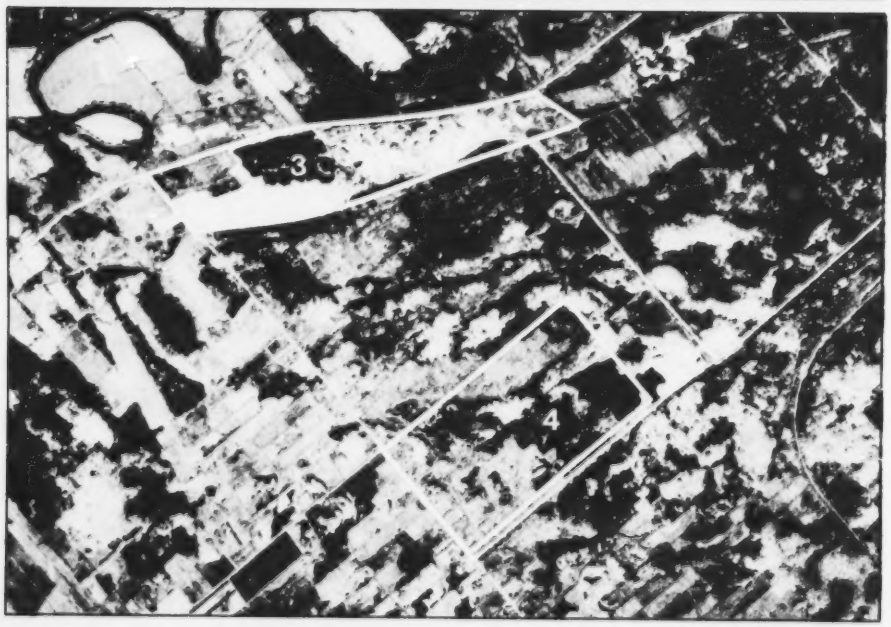
Dépôt de sable B et voie d'accès
Sand Pit B and Access Roads

Route 158, Mirabel
Road 158, Mirabel

OWNER PROPRIÉTAIRE
TPC/PWC

CRPI RIC
PAS DANS LE RIC
NOT IN THE CRPI

STUDY YEAR ANNÉE D'ÉTUDE
1983



PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 4

Carrière Mirabel et routes de halages
Stone Pit and Hauling Roads

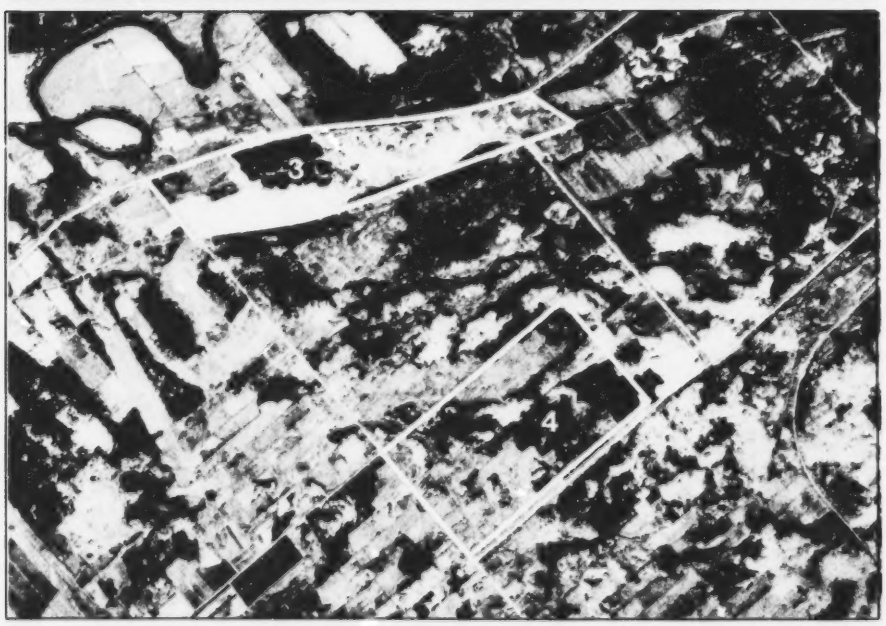
Boulevard Mirabel
Mirabel Boulevard

OWNER PROPRIÉTAIRE
TC / MOT

CRPI RIC

PAS DANS LE RIC
NOT IN THE CRPI

STUDY YEAR ANNÉE D'ÉTUDE
1983



PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 5, 7, 10, 12, 18, 19, 22, 27.

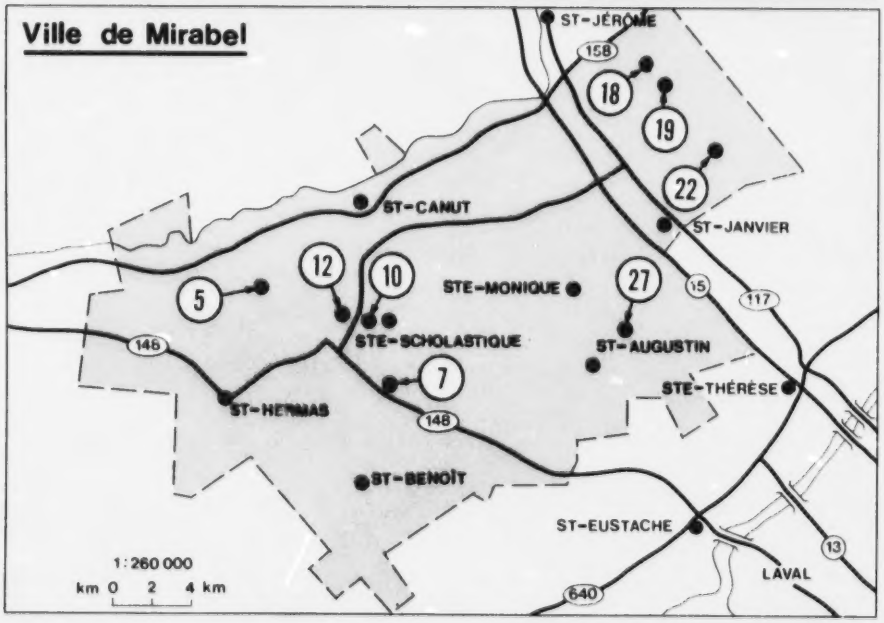
Emplacements de radiobornes
Marker Beacons Sites

À différents endroits dans la ville de Mirabel
Various locations in Mirabel

OWNER PROPRIÉTAIRE
TC / MOT

CRPI RIC
PAS DANS LE RIC
NOT IN THE CRPI

STUDY YEAR ANNÉE D'ÉTUDE
1983



PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 6

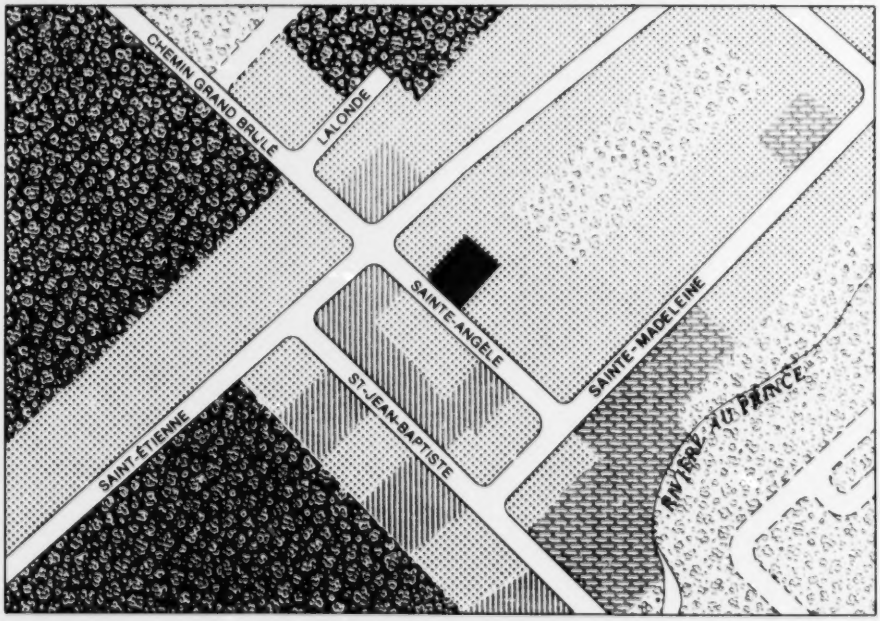
Bureau de poste
Post Office

4037, rue Sainte-Angèle, Saint-Benoit
4037 Sainte-Angèle Street, Saint-Benoit

OWNER PROPRIÉTAIRE
SCP/CPC

CRPI RIC
2473650 02 C PO0 07403

STUDY YEAR ANNÉE D'ÉTUDE
1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:5,000

0 50
m

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 9

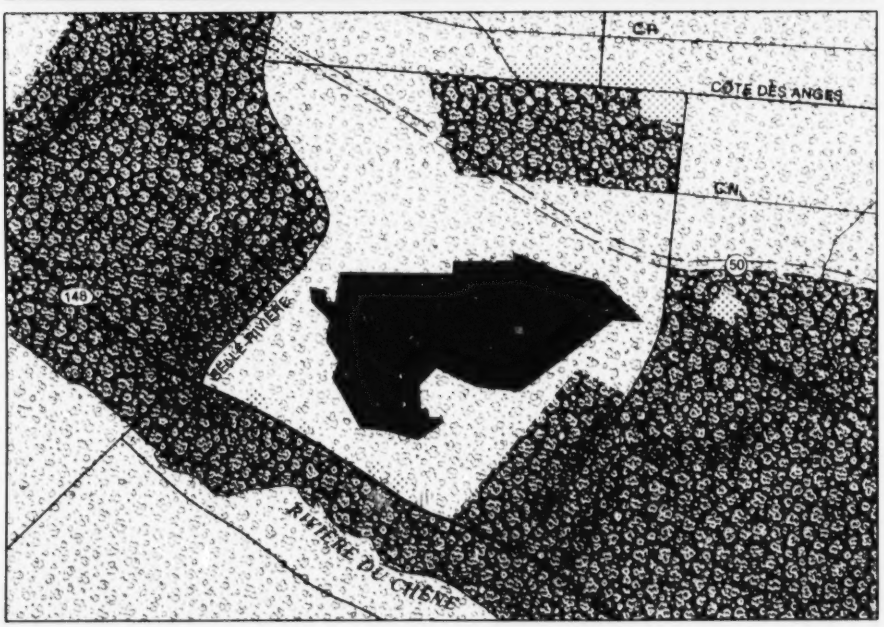
Le Bois de Belle-Rivière
Le Bois de Belle-Rivière

9009, route 148 (Sainte-Scholastique), Mirabel
9009 Road 148 (Sainte-Scholastique), Mirabel

OWNER PROPRIÉTAIRE
SIC(M)/CLC(M)

CRPI RIC
PAS DANS LE RIC
NOT IN THE CRPI

STUDY YEAR ANNÉE D'ÉTUDE
1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
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INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE / ÉCHELLE 1:50,000

0 500
m

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 11

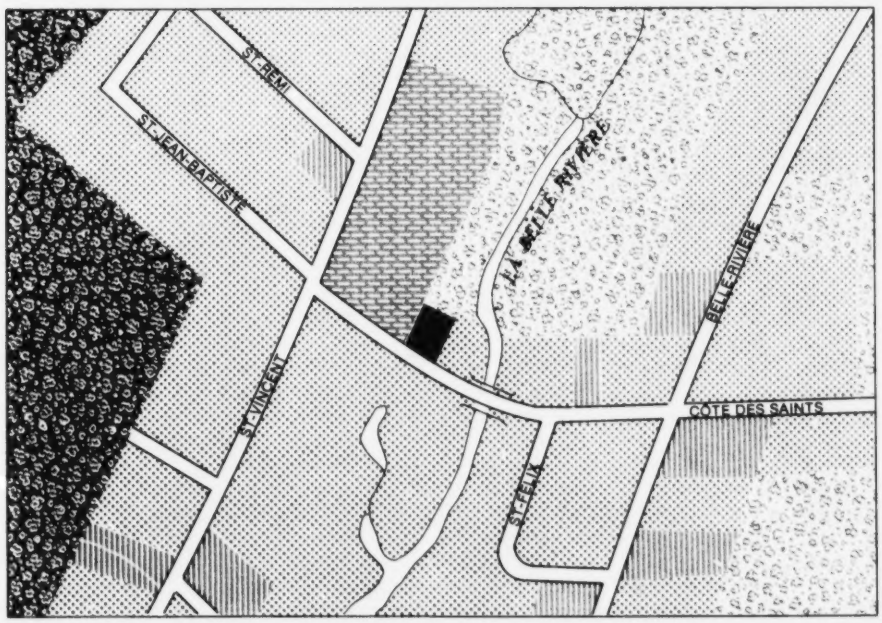
Bureau de poste
Post Office

9411, rue Saint-Jean-Baptiste (Sainte-Scholastique), Mirabel
9411 Saint-Jean-Baptiste Street (Ste.-Scholastique), Mirabel

OWNER PROPRIÉTAIRE
SCP/CPC

CRPI RIC
2473650 02 CPO0 07402

STUDY YEAR ANNÉE D'ÉTUDE
1983



LEGEND / LÉGENDE

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TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:5,000

0 50
m

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 13

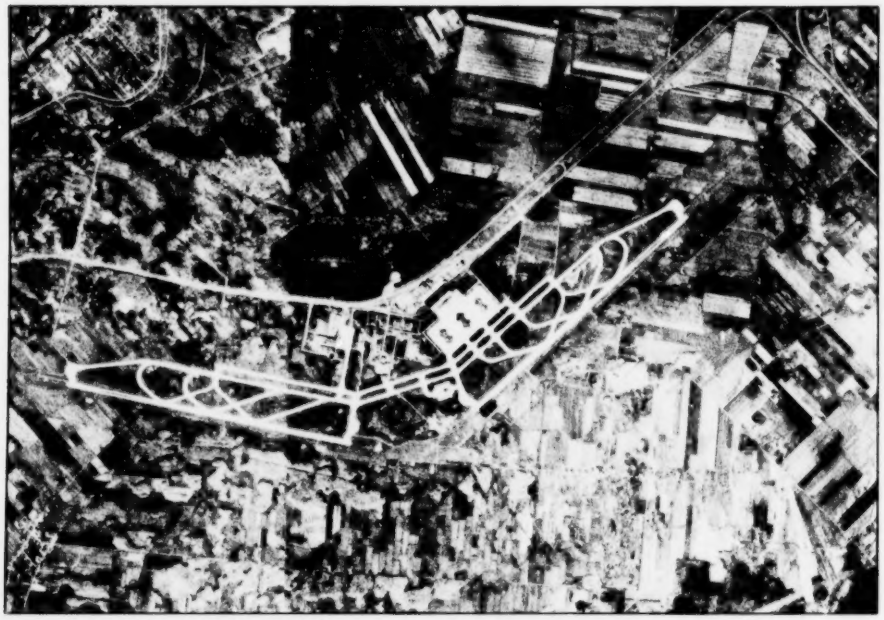
Aéroport international de Mirabel
Mirabel International Airport

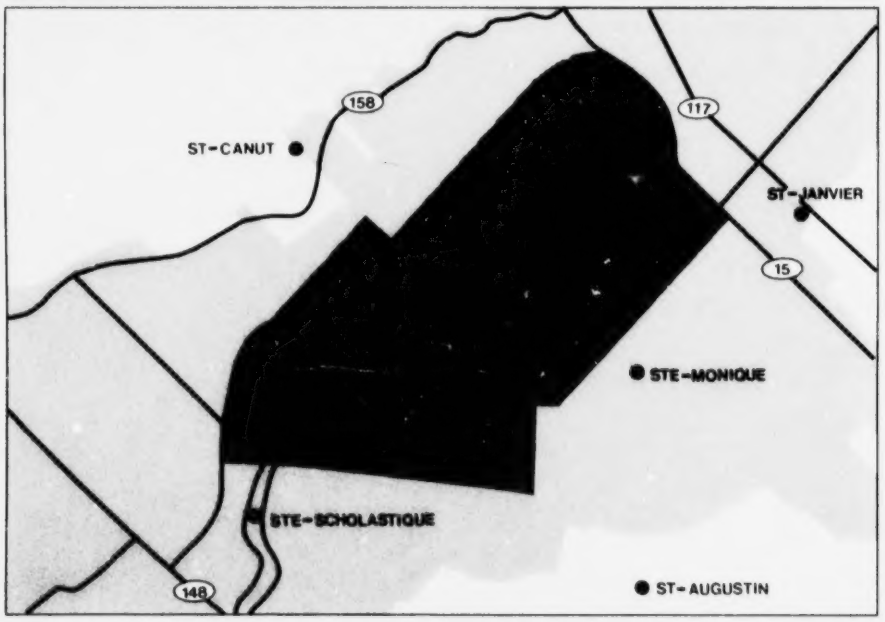
Boul. Mirabel (Sainte-Scholastique), Mirabel
Mirabel Blvd. (Sainte-Scholastique), Mirabel

OWNER PROPRIÉTAIRE
TC/MOT

CRPI RIC
2473650 02 MOT0 07413

STUDY YEAR ANNÉE D'ÉTUDE
1983





LEGEND / LÉGENDE

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INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE ÉCHELLE 1:150,000

0 1.5
km

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 14

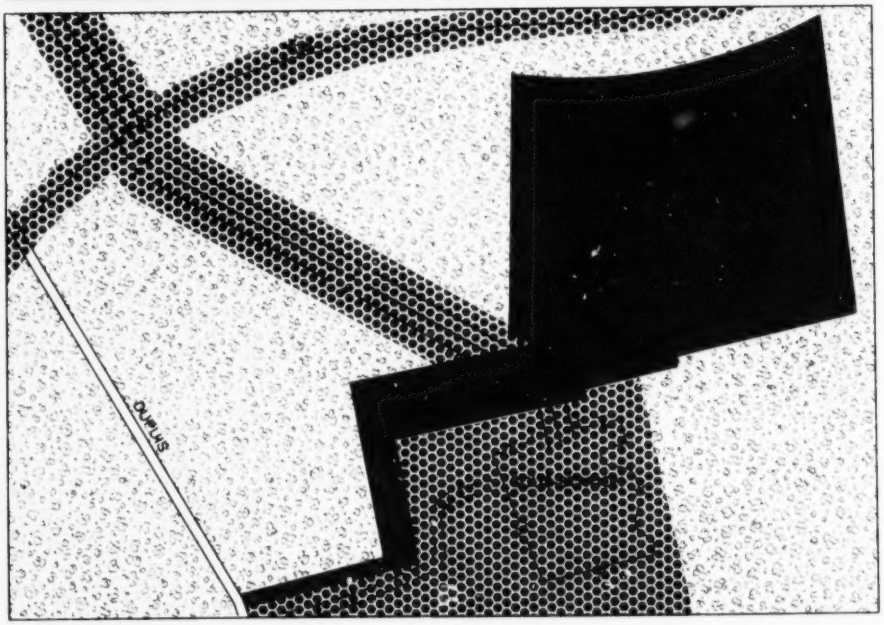
Emplacement pour un futur pénitencier (proposé)
Site for Future Penitentiary (Proposed)

Rue Dupuis (Saint-Canut), Mirabel
Dupuis Street (St.-Canut), Mirabel

OWNER PROPRIÉTAIRE
SCC/CSC

CRPI RIC
2473650 02 PEN0 23086

STUDY YEAR/ANNÉE D'ÉTUDE
1983



LEGEND / LÉGENDE

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TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:10,000

0 100
m

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 15

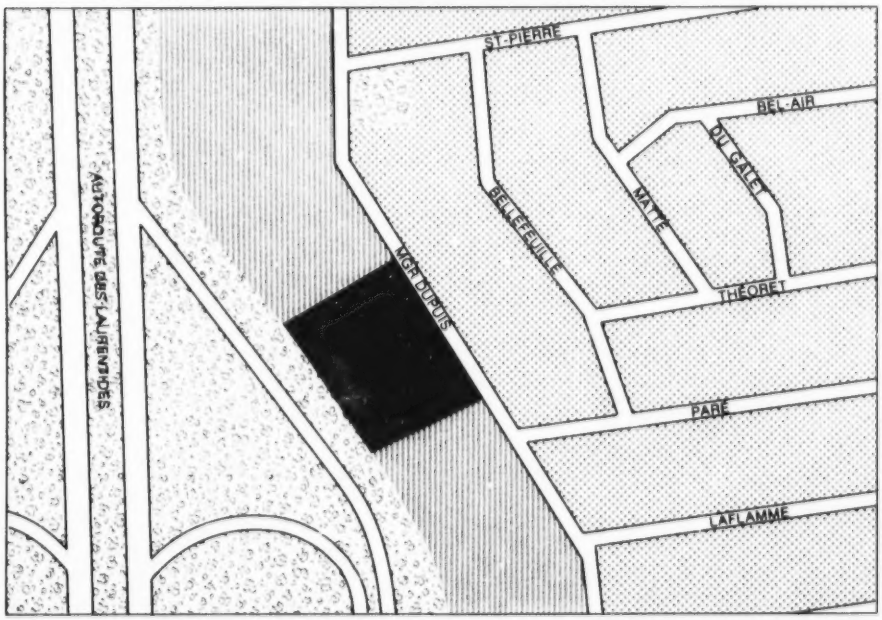
Détachement de la GRC
RCMP Detachment

444, rue Mgr Dubois, Saint-Jérome
444 Mgr Dubois Street, Saint-Jérome

OWNER PROPRIÉTAIRE
GRC/RCMP

CRPI RIC
2463330 28 RCM0 24782

STUDY YEAR ANNÉE D'ÉTUDE
1983



LEGEND / LÉGENDE

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UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:5,000

0 50
m

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 16

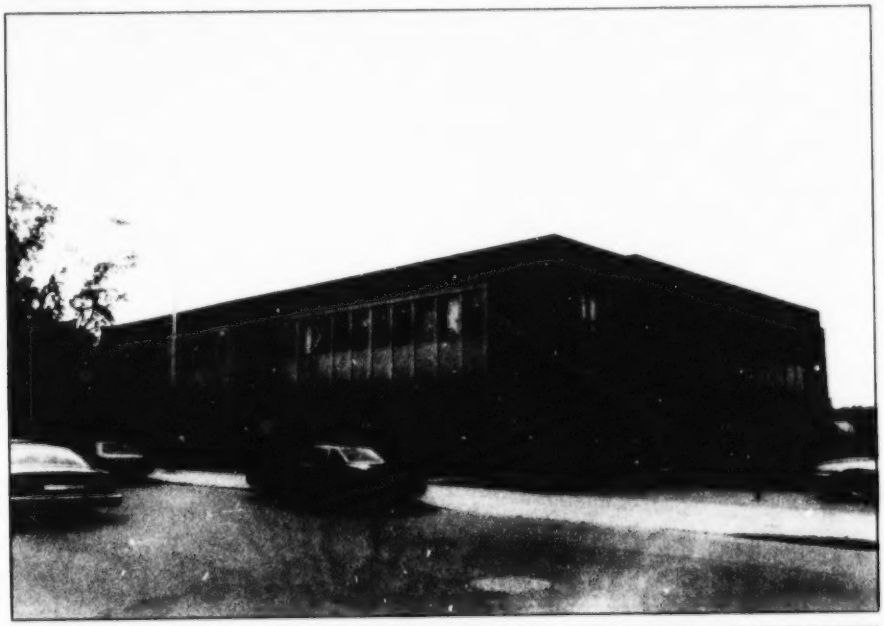
Édifice de la Société canadienne des postes
Canada Post Corporation Building

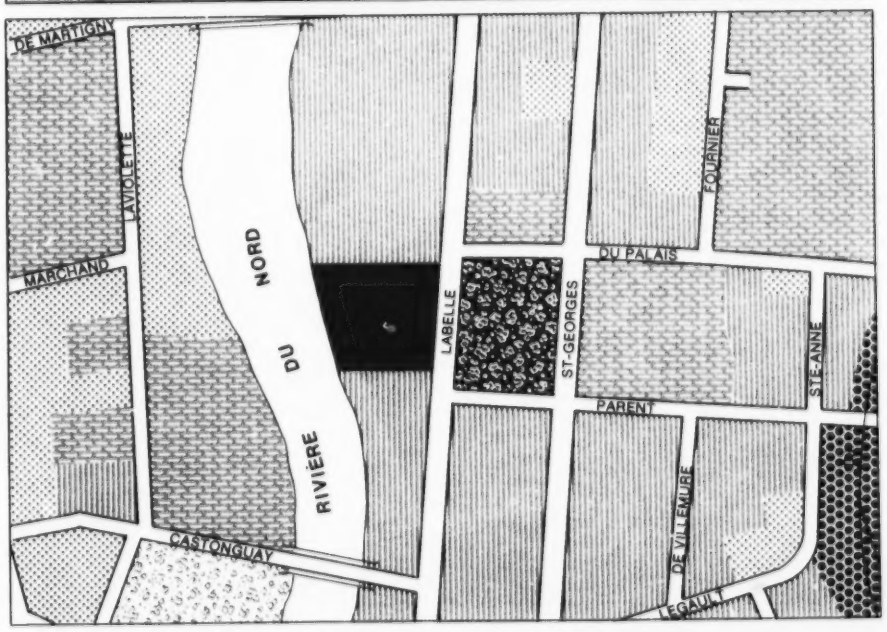
380, rue Labelle, Saint-Jérome
380 Labelle Street, Saint-Jérome

OWNER PROPRIÉTAIRE
SCP/CPC

CRPI RIC
2463330 28 CP00 06891

STUDY YEAR ANNÉE D'ÉTUDE
1983





SCALE/ÉCHELLE 1:5,000

0 50
m

LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
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INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
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UNDEVELOPED	NON AMÉNAGÉ

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 17

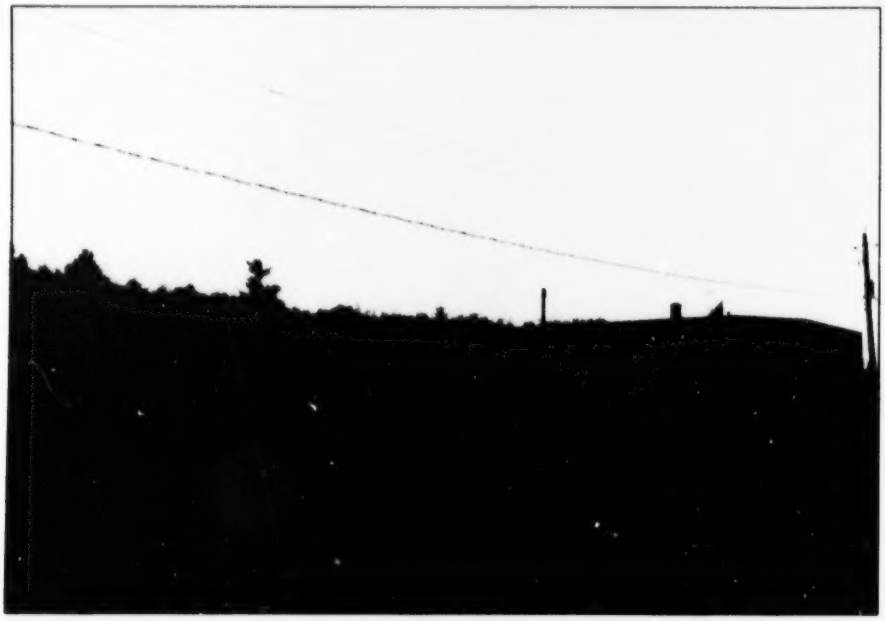
Manège militaire
Armoury

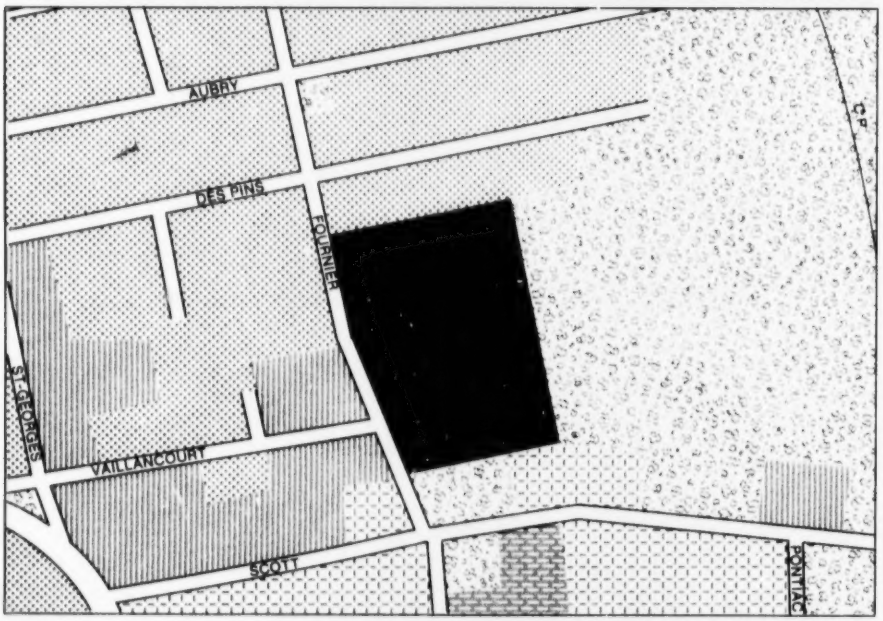
825, rue Fournier, Saint-Jérome
825 Fournier Street, Saint-Jérome

OWNER PROPRIÉTAIRE
MDN/DND

CRPI RIC
2463330 28 DND0 06889

STUDY YEAR/ANNÉE D'ÉTUDE
1983





LEGEND / LÉGENDE

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TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE/ÉCHELLE 1:5,000

0 50
m

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 20

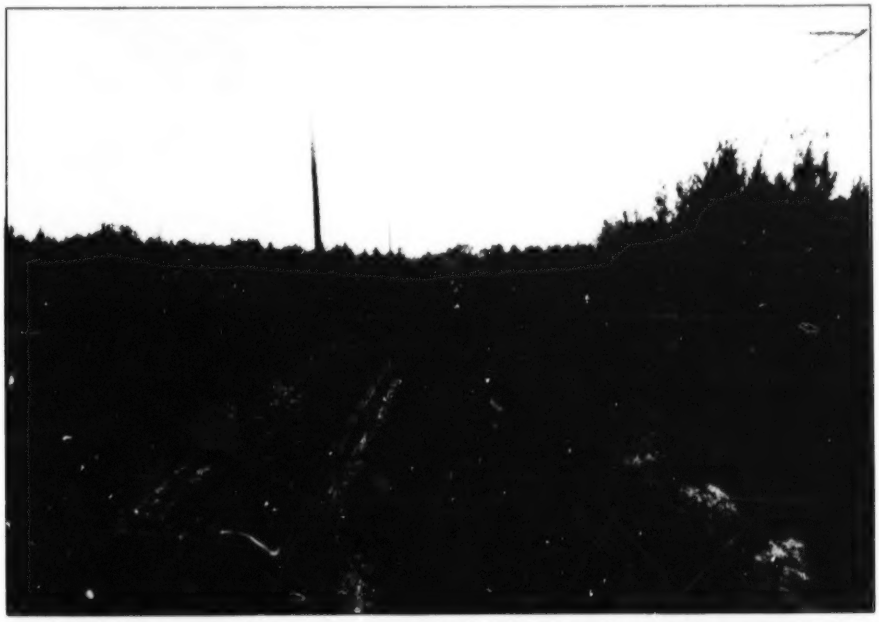
Dépôt de sable D et voies d'accès
Sand Pit D and Access Roads

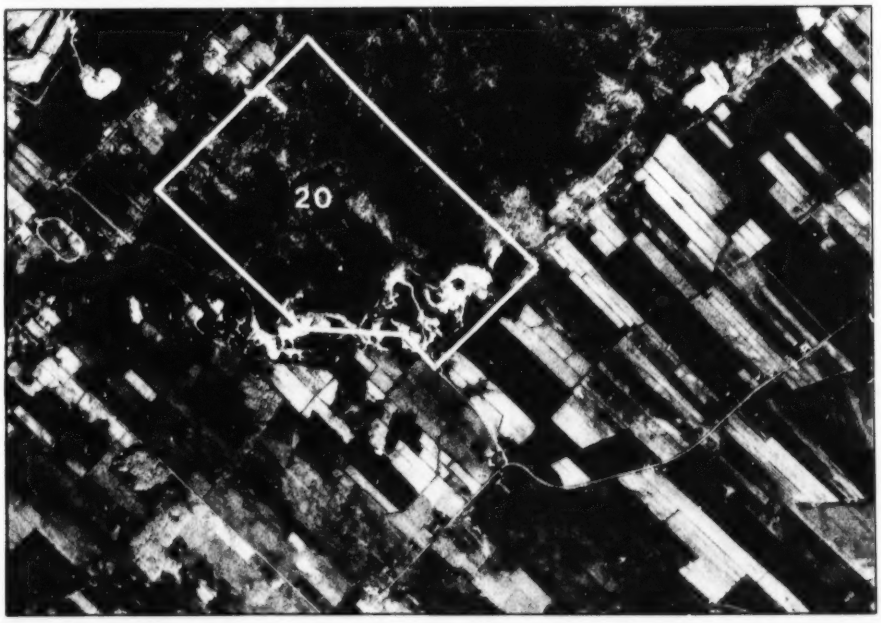
Rang Sainte-Marguerite, Mirabel
Ste-Marguerite Road, Mirabel

OWNER PROPRIÉTAIRE
TC/MOT

CRPI RIC
PAS DANS LE RIC
NOT IN THE CRPI

STUDY YEAR ANNÉE D'ÉTUDE
1983





PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 23

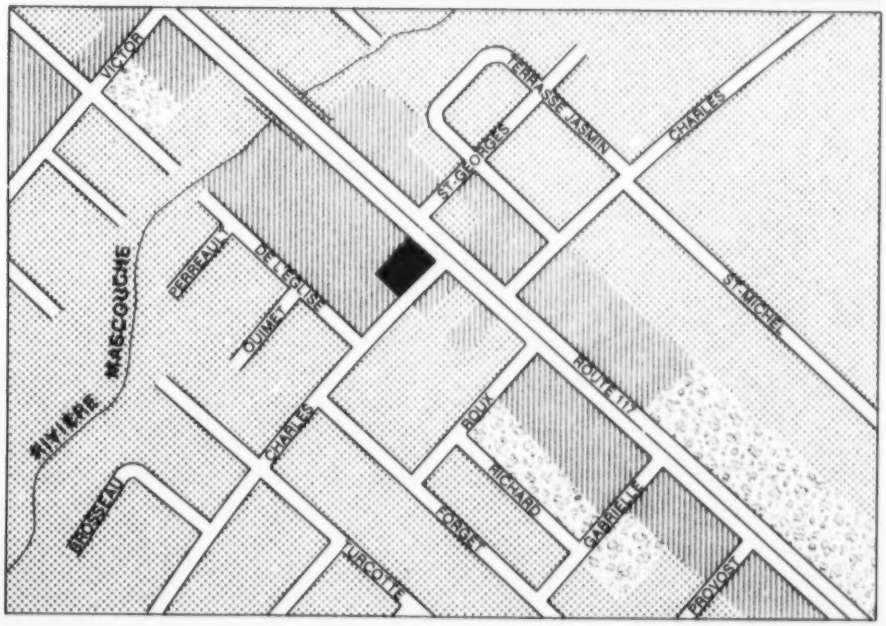
Bureau de poste
Post Office

13674, Route 117 (Saint-Janvier), Mirabel
13674 Road 117 (Saint-Janvier), Mirabel

OWNER PROPRIÉTAIRE
SCP / CPC

CRPI RIC
2473650 02 CPO0 07401

STUDY YEAR ANNÉE D'ÉTUDE
1983



LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
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COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE / ÉCHELLE 1:5,000

0 50
m

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 24

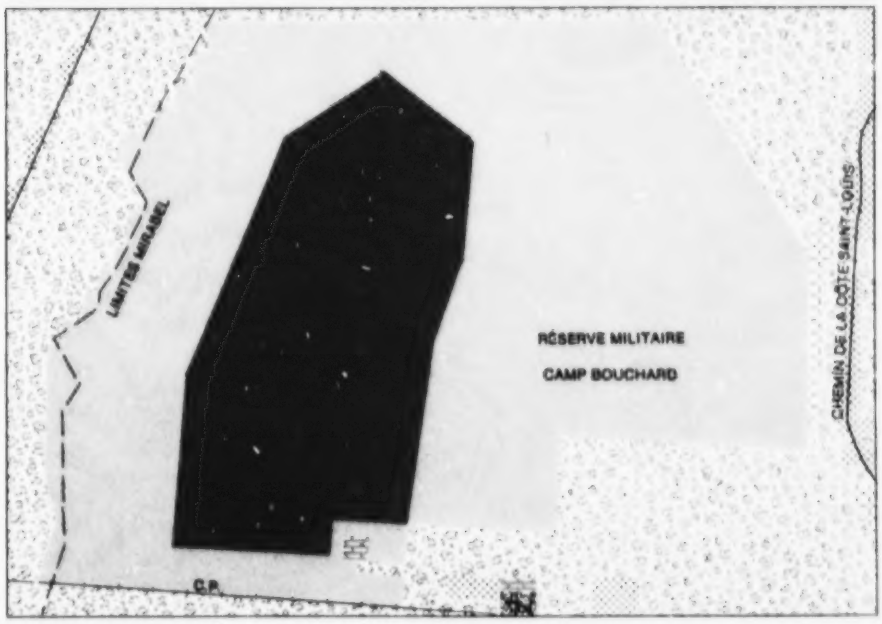
Centre d'essais Véhicules automobiles
Motor Vehicle Test Centre

Chemin du Camp Bouchard, Blainville
Camp Bouchard Road, Blainville

OWNER PROPRIÉTAIRE
TC MOT

CRPI RIC
2463190 07 MOTO 06878

STUDY YEAR ANNÉE D'ÉTUDE
1983



SCALE/ÉCHELLE 1:50.000

0 500
m

LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
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INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 25

Camp Bouchard
Camp Bouchard

Chemin du Camp Bouchard, Blainville
Camp Bouchard Road, Blainville

OWNER PROPRIÉTAIRE
MDN DND

CRPI RIC
2463190 07 DND0 06875

STUDY YEAR ANNÉE D'ÉTUDE
1983

LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE AND LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE ET TERRAIN
OTHER FEDERAL PROPERTIES	AUTRES PROPRIÉTÉS FÉDÉRALES
RESIDENTIAL	RÉSIDENTIEL
COMMERCIAL	COMMERCIAL
INSTITUTIONAL	INSTITUTIONNEL
INDUSTRIAL	INDUSTRIEL
TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE ÉCHELLE 1:50,000

0 500
m

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 28

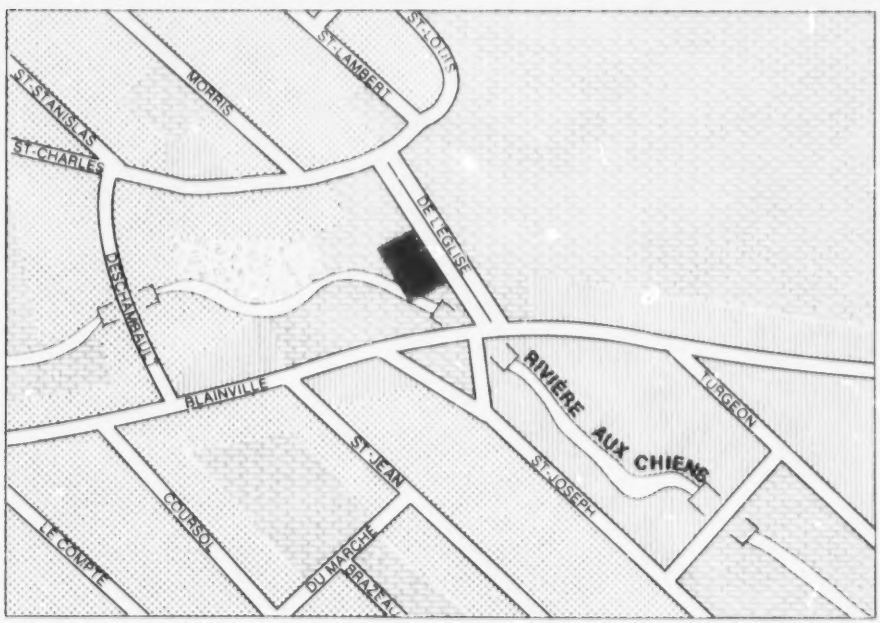
Bureau de poste
Post Office

9, rue de l'Église, Sainte-Thérèse
9 De L'Église Street, Sainte-Thérèse

OWNER PROPRIÉTAIRE
SCP CPC

CRPI RIC
2463190 07 CPO0 06876

STUDY YEAR ANNÉE D'ÉTUDE
1983



LEGEND / LÉGENDE

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TRANSPORTATION AND UTILITIES	TRANSPORT ET SERVICES PUBLICS
OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE ÉCHELLE 1:5,000

0 50
m

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 29

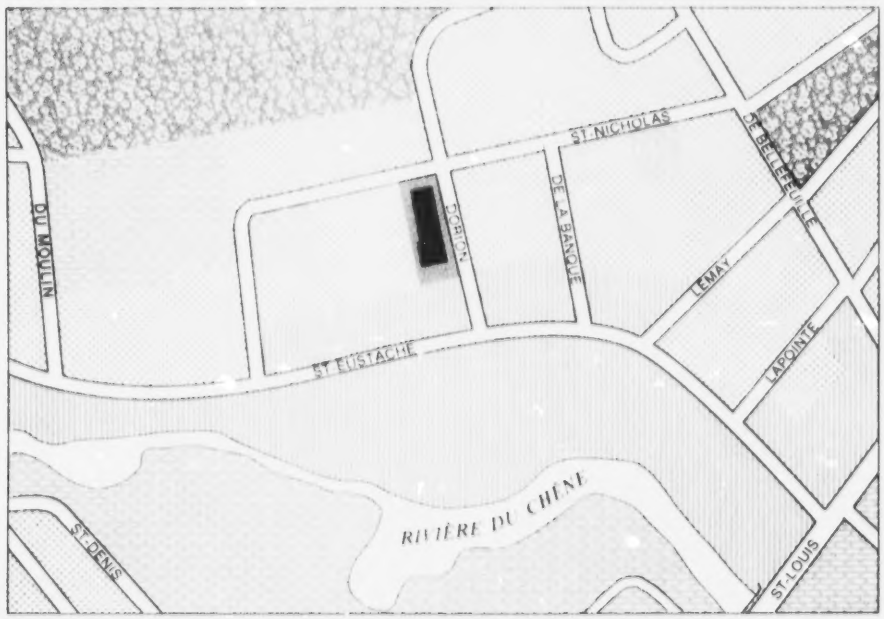
Bureau de poste
Post Office

144, rue Dorion, Saint-Eustache
144 Dorion Street, Saint-Eustache

OWNER PROPRIÉTAIRE
SCP/CPC

CRPI/RIC
2473120 07 CPO0 07383

STUDY YEAR ANNÉE D'ÉTUDE
1983



LEGEND / LÉGENDE

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OPEN SPACE AND RECREATION	ESPACE VERT ET RÉCRÉATION
UNDEVELOPED	NON AMÉNAGÉ

SCALE ÉCHELLE 1:5,000

0 50
m

PROPERTY PROFILE
PROFIL DE LA PROPRIÉTÉ

Site 30

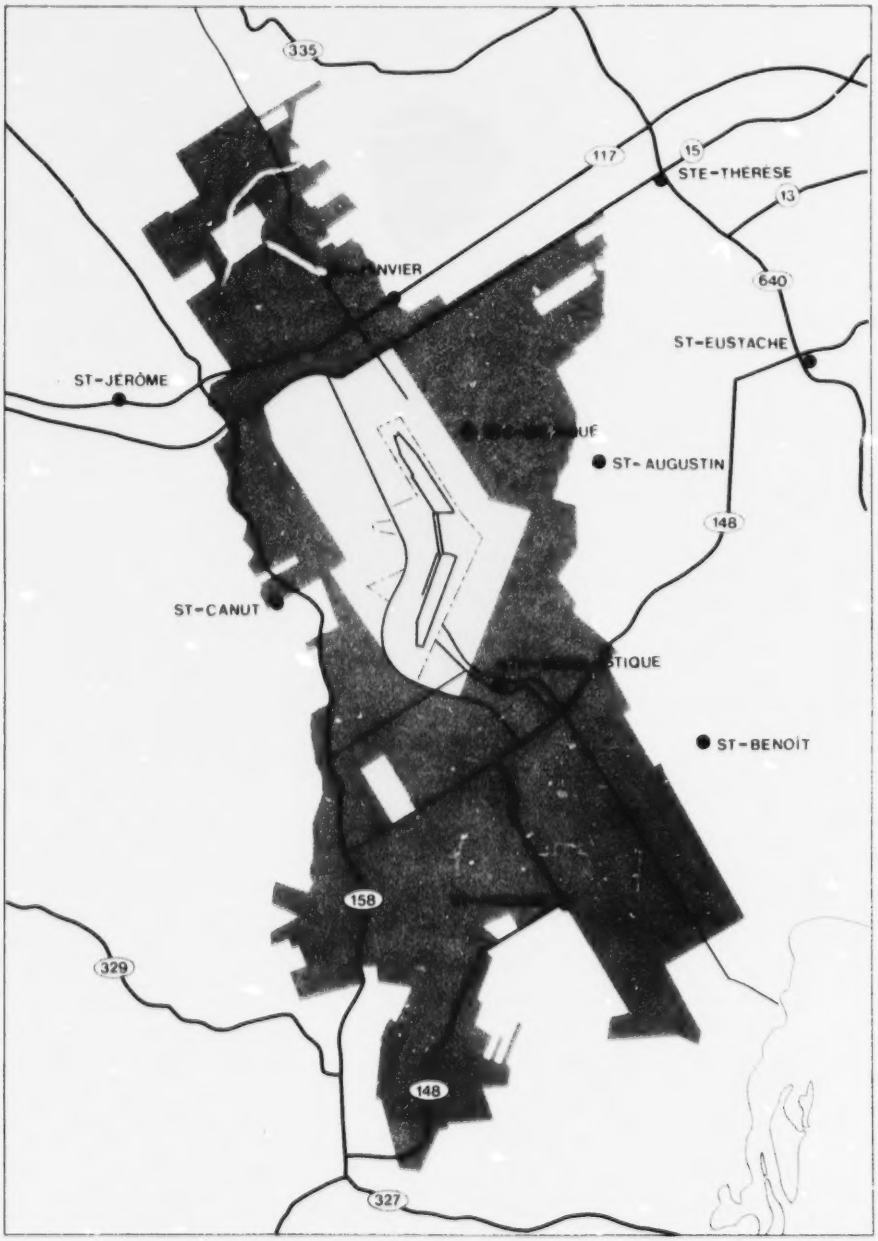
Terrains périphériques à l'aéroport
Lands Surrounding Mirabel Airport

Mirabel
Mirabel

OWNER PROPRIÉTAIRE
TPC PWC

CRPI RIC
24663110 07 DPW0 06882

STUDY YEAR ANNÉE D'ÉTUDE
1983



SCALE ÉCHELLE 1:250,000

0 2.5
km

LEGEND / LÉGENDE

FEDERAL PROPERTY STRUCTURE LAND	PROPRIÉTÉ FÉDÉRALE STRUCTURE TERRAIN
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UNDEVELOPED	NON AMÉNAGÉ

ADDENDA

CPC - SAINT CANUT POST OFFICE

During the final stages in the production of this study another property was discovered. Because our objective is to present a complete inventory of federal properties in an area, this addenda was added.

SITE

Site Area: 0.1 ha

Dimensions: 28 m x 32 m

% Covered by Structures: 11

Acquisition Date: 1983

BUILDINGS

Gross Area: 92.2 m^2

Storey: 1

Construction Date: 1984

Parking: 4 spaces

Surrounding land uses: residential and commercial

RIC Code: not inventoried

APPENDIX A
GLOSSARY OF TERMS

ECONOMIC LIFE

The estimated period over which it is anticipated that a property may profitably be utilized. The period over which a property will yield a return on the investment, over and above the economic rent due to land. This period can never exceed, and generally is shorter than, the physical life of the improvements.

EXCESS

No longer required for operational purposes by a particular department. See "Surplus Property Procedures".

FLM

Federal Land Management - FLM policy requires that departments plan their acquisition, use and disposal of lands in a manner consistent with the principle that federal lands should be managed so as to combine the efficient provision of government services with the achievement of wider social, economic and environmental objectives.

GROSS AREA - (Outside Gross)

That area measured from the outside surface of the outer building wall to the outside surface of the opposite building wall, for the area of each floor, without any deductions for openings which occur within the floor area. Where balconies and mezzanine floors occur within the exterior walls of the building, the actual area of these is measured and included.

HERITAGE DESIGNATION

Federal Heritage Building Review Office (FHBRO) - An interdepartmental advisory body responsible for identifying and evaluating heritage buildings (40 years old and older) owned by the federal government and for monitoring the conservation and continued use of these buildings. The two categories are:

Classified building - A federal heritage building that has been identified by the Government of Canada as having the highest heritage significance.

Recognized building - A federal heritage building that has been identified by the Government of Canada as having the second highest heritage significance.

PWC Heritage Policy* - Applied to all PWC owned structures constructed prior to 1945. Each structure was assessed according to the policy, and when heritage value is present, it was designated as follows:

> **"Important"** - deserve the most careful attention. These properties require immediate attention. Their exteriors must be returned to or kept at a certain standard and they may contain interior spaces which must be preserved or even reconstructed. They may not be added to in most cases.
>
> **"Preserve"** - will serve well if rehabilitated. Exteriors are to be maintained or restored and most often, interior modification may proceed unhindered. They may be added to with sensitivity.
>
> **"Maintain"** - require no special consideration beyond normal maintenance. This is holding category for buildings which may find a clearer value in their communities as time goes by.
>
> **"Insignificant"** - no appreciable heritage or social value.

MONITOR

A recommendation that a property be monitored means that it is to be observed to determine if the problem identified has been solved by the expected action.

NON-HABITABLE VACANT SPACE

Space which, by reason of design and/or condition, cannot be used to satisfy client requirements.

PROPERTY

Generally refers to an area of land plus any structures that may be located thereon.

RENTABLE FLOOR AREA

That area within the outside walls computed by measuring from the inside surface of the outer building wall to the inside surface of the opposite outer building wall, except where the outer building wall consists of 50% or more glass. In the latter case, the area is computed by measuring the innermost inside surface of such glass to the inside surface of the opposite outer building wall or glass, whichever is applicable. The area includes columns and projections necessary to the building structure but excludes Building Services Areas (i.e., furnance rooms, public stairs, etc.).

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* This policy is now superceded by DOE-PC Heritage Policy (see FHBRO).

REVIEW

A recommendation that a property be reviewed means that it is to be re-evaluated at a specific time.

SURPLUS PROPERTY PROCEDURES

When a federal department or agency no longer has any use for a property (improved or unimproved land, including waterlots), it completes a "Notice of Excess Crown Property" form, which PWC circulates to other departments. If another department has expressed an interest in acquiring the property, this fact is taken into consideration by PWC which makes a recommendation to TBAC/FLM on the federal departmental or agency transfer of the property. When there is no federal interest, the property may be declared surplus for disposal under the Surplus Crown Assets Act. If a property is determined surplus to federal requirements, Real Estate Services Disposal Guidelines regulate the priority of disposal action and terms of sale (i.e., provincial, municipal, public tender, etc.) or lease. Structures (without land) surplus to departmental requirements are simply reported surplus under the Surplus Crown Assets Act and do not require TBAC/FLM review.

USABLE FLOOR AREA

The area within the outside walls measured and computed in the same manner as "Rentable Area" but excluding common use areas which serve the entire floor or building, known as Accessory Areas (e.g., washrooms, cafeterias).

APPENDIX B
ABBREVIATIONS

Department and Agency Abbreviations

CBC	Canadian Broadcasting Corporation
CLC(M)	Canada Land Company (Mirabel)
CMHC	Canada Mortgage and Housing Corporation
CPC	Canada Post Corporation
CSC	Correctional Services Canada
DOE	Environment Canada
DOE-PC	Parks Canada
DFO	Department of Fisheries and Oceans
DND	National Defence
DREE	Regional Economic Expansion
PC	Ports Canada
PWC	Public Works Canada
RC-C&E	Revenue Canada, Customs and Excise
RCMP	Royal Canadian Mounted Police
SC	Statistiques Canada
TC	Transport Canada

General Abbreviations

CRPI	Central Real Property Inventory, PWC
FHBRO	Federal Heritage Building Review Office
TBAC/FLM	Treasury Board Advisory Committee on Federal Land Management, chaired by a representative of the Treasury Board Secretariat and the permanent members are representatives of PWC, DOE and CMHC.

Other Abbreviations

BSQ	Québec Bureau of Statistics
CN	Canadian National
COTREM	Conseil des Transports de la Région de Montreal
CP	Canadian Pacific
MICT	Ministère de l'Industrie, du Commerce et du Tourisme du Québec
OPDQ	Office de Planification et de Développement du Québec
PICA	Parc Industriel et Commercial Aéroportuaire
CMA	Census Metropolitan Area of Montreal
SATRA	Service d'Aménagement du Territoire de la Région Aéroportuaire
SIDAC	Société d'initiative et de Développement des Artères Commerciales

APPENDIX C
ASC PUBLISHED REPORTS

Newfoundland

St. John's

Nova Scotia

Halifax-Dartmouth
Sydney

New Brunswick

Fredericton
Moncton
Saint John

Prince Edward Island

Charlottetown

Quebec

Gaspé and the Magdalen Islands
Granby
Haut-Saguenay
Lac St. Jean
Lower St. Lawrence
Montreal Island/Laval/Longueuil
Montreal South Shore
Quebec Urban Community
St. Hyacinthe
Sherbrooke Region
Sorel
Trois Rivieres Region
Valleyfield

National Capital Region

NCR (Ottawa-Hull)

Northwest Territories

Yellowknife

Ontario

Cornwall
Guelph
Hamilton
Kingston
Kitchener-Waterloo
London
Mid Seaway Corridor
Metropolitan Toronto
Mississauga
Niagara Region
North Bay
Oakville
Peterborough
Regional Municipality of Waterloo
Regional Municipality of Peel
Regional Municipality of Durham
Sault Ste. Marie
Sudbury
Thunder Bay
Timmins
Windsor

Manitoba

Winnipeg

Saskatchewan

Prince Albert
Regina
Saskatoon

Alberta

Calgary
Edmonton
Red Deer

British Columbia

Fraser Valley
Okanagan Region
The Kootenays
Vancouver
Vancouver Island
Victoria

Yukon

Whitehorse

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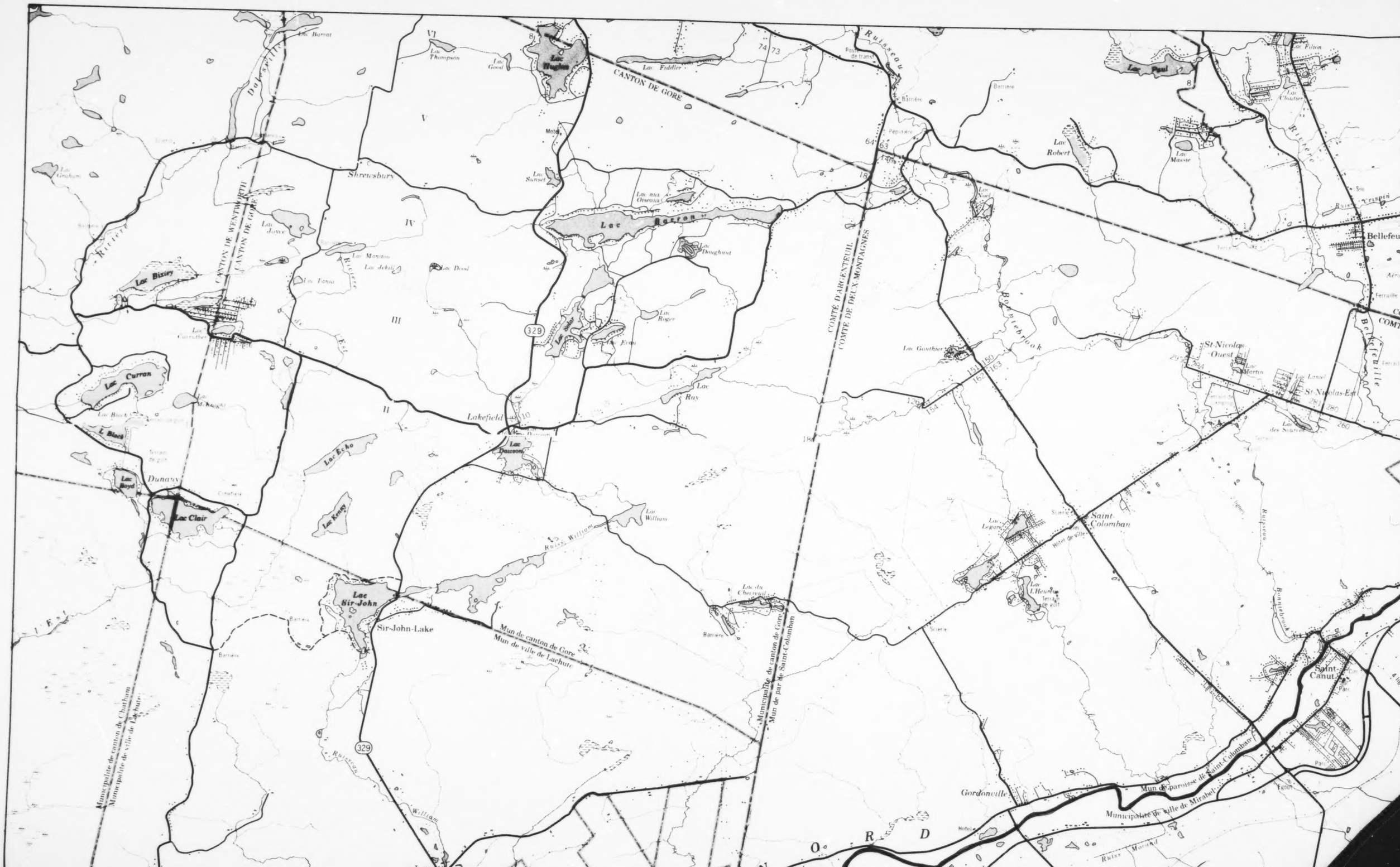
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Ruisseau
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Rivière
Lac Robert
Lac Masste
Lac Graham
Shrewsbury
Lac Sunset
Lac aux Oiseaux
Lac Barron
Lac Doughnut
Lac Joyce
Lac Manston
Lac Jekill
Lac Dowd
Lac Tania
Rivière
Lac Bixley
CANTON DE WENTWORTH
CANTON DE GORE
Lac Carruthers
329
Lac Roger
Lac Baker
Lac Ervin
Lac Ray
COMTÉ D'ARGENTEUIL
COMTE DE DEUX-MONTAGNES
Lac Nicol
Bellefeuille
Rivière
Lac Gauthier
Rivière Bellefeuille
St-Nicolas-Ouest
Lac Martin
Lac Lionel
St-Nicolas-Est
Lac Curran
Lac Black
L. Black
Lac Boyd
Dunany
Lac Clair
Lakefield
Lac Dawson
Lac Echo
Lac Kenny
Lac William
Ruisseau William
Lac Sir-John
Sir-John-Lake
Mun de canton de Gore
Mun de ville de Lachute
Municipalité de canton de Gore
Mun de par de Saint-Colomban
Lac du Chevreuil
Lac Legare
Saint-Colomban
Lac L'Heureux
Municipalité de canton de Chatham
Municipalité de ville de Lachute
Saint-Canut
Gordonville
Mun de paroisse de Saint-Colomban
Municipalité de ville de Mirabel
ROAD

Lac Fillon
Lac Pool
Lac Claude
Lac Chartier
Lafontaine
Rattlère
Lac Robert
Lac Massie
Lac Noel
Rivière
Belletfeuille
Ruisseau
Site
Motel
MUNICIPALITE DE LAFONTAINE
Lac Jerome
Barrage Chutes Wilson
Usine de filtration
Terrain de camping
Parc
Ferme avicole
Ferme laitière
Ferme
Cimetière
Hôtel de ville
Garage municipal
Dépôt
Limites de la ville de Lafontaine
Limites de la ville de St-Jérôme
Limites de la ville de Mirabel
Limites de la municipalité de Ste-Sophie
Paroisse de Ste-Anne des Plaines
Concession du Chemin
Concession du Rang
Côte
Route
Chemin
Rang
Lot
Lots
Terres
Terrains
Propriété
Propriétaire
Propriétaires
Réservoirs
Champ de tir aux pigeons
Usine
Usine de pâte
Usine de papier
Usine de textile
Usine de bois
Usine de meubles
Usine de produits chimiques
Usine de produits alimentaires
Usine de produits métalliques
Usine de produits électriques
Usine de produits de caoutchouc
Usine de produits de plastique
Usine de produits de verre
Usine de produits de céramique
Usine de produits de cuir
Usine de produits de fourrure
Usine de produits de laine
Usine de produits de soie
Usine de produits de coton
Usine de produits de lin
Usine de produits de chanvre
Usine de produits de jute
Usine de produits de sisal
Usine de produits de noix de coco
Usine de produits de palmier
Usine de produits de bambou
Usine de produits de roseau
Usine de produits de paille
Usine de produits de foin
Usine de produits de blé
Usine de produits de maïs
Usine de produits de riz
Usine de produits de sucre
Usine de produits de miel
Usine de produits de cire
Usine de produits de résine
Usine de produits de gomme
Usine de produits de latex
Usine de produits de caoutchouc synthétique
Usine de produits de plastique synthétique
Usine de produits de fibre synthétique
Usine de produits de verre synthétique
Usine de produits de céramique synthétique
Usine de produits de cuir synthétique
Usine de produits de fourrure synthétique
Usine de produits de laine synthétique
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Usine de produits de paille synthétique
Usine de produits de foin synthétique
Usine de produits de blé synthétique
Usine de produits de maïs synthétique
Usine de produits de riz synthétique
Usine de produits de sucre synthétique
Usine de produits de miel synthétique
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Usine de produits de résine synthétique
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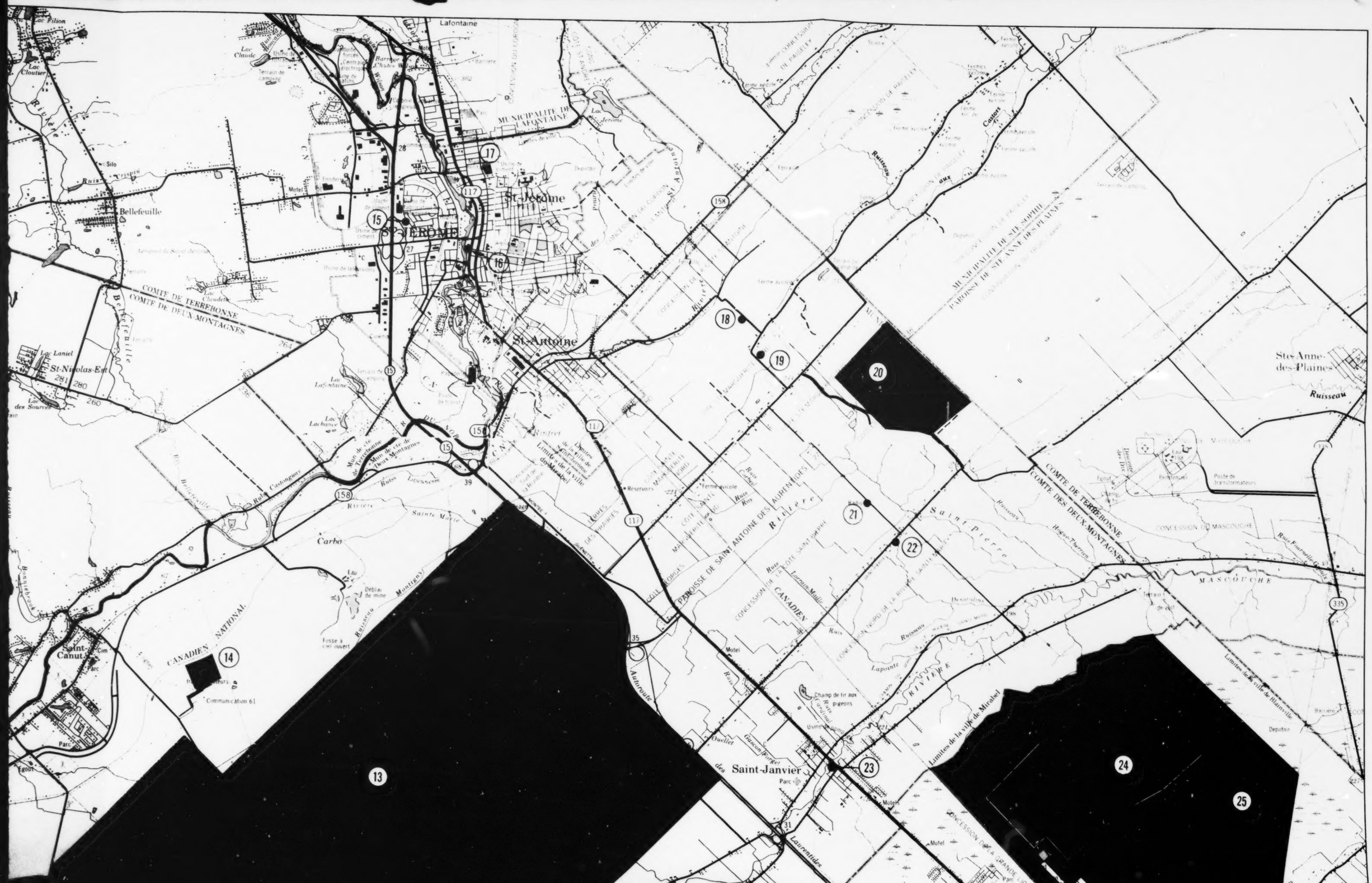
Usine de produits de latex synthétique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Lac Claude
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Usine de filtration
Barrage Chutes
Chutes
Rivière
Silo
Crispin
Ruisseau
Motel
Bellefeuille
MUNICIPALITE DE LAFONTAINE
St-Jérôme
ST-JÉRÔME
St-Antoine
COMTE DE TERREBONNE
COMTE DE DEUX-MONTAGNES
Lac Laniel
St-Nicolas-Est
Lac des Sources
Lac Lafontaine
Lac Lachaine
Mun de cté de Terrebonne
Mun de cté de Deux-Montagnes
Routes
Laurentides
Sainte Marie
Carbo
Déblai de mine
Fosse à ciel ouvert
CANADIEN NATIONAL
Communication 61
Saint-Canut
Cim
Parc
Egout
Réservoirs
Ferme avicole
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Autoroute
Ouellet
Saint-Janvier
Champ de tir aux pigeons
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Limites de la ville de Blainville
Dépotoir
Lapointe
Ruisseau
Saint Pierre
Hogue Thurrien
CONCESSION DU MASCOUCHE
MASCOUCHE
Rue Fourvelle Ouest
Poste de transformateurs
Ste-Anne-des-Plaines
Ruisseau
MUNICIPALITE DE STE-SOPHIE
PAROISSE DE STE-ANNE DES PLAINES
Custers
Ruisseau aux
Terrain de golf
Terrain de camping
Motel
Parc
Depot
Ruisseau Montigny
Ruisseau Lacharité
Ruisseau Lacroix
Ruisseau Lacombe
Ruisseau Lacoste
Ruisseau Lacoste
Ruisseau Lacoste

RIVE NORD DE MONTRÉAL
MONTREAL NORTH SHORE
QUÉBEC

FEDERAL PROPERTY
PROPRIÉTÉ FÉDÉRALE

SCALE 1:50,000 ÉCHELLE

METRES 2000 1000 0 1000 2000 METRES

Public Works Canada / Travaux publics Canada

N

Lachute
Saint-Hermas
Saint-Andre
Lalande
Saint-Placide
Côte-Double
Coteau-des-Hêtres
Geneva
Sainte-Scholastique
Saint-Benoit
La Belle-Rivière
CANADIEN PACIFIQUE
CANADIEN NATIONAL
Communication 46
Ruisseau Lachute
Vide-Sac
Ruisseau
Rivière
Ruisseau Campeau
Ruisseau Saint-Pierre
Ruisseau Lalande
Ruisseau Ouellette
Ruisseau Foucault
Ruisseau Leduc
Ruisseau Meloche
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Ruisseau Lévert-Cardinal
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Ruisseau Daoust
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Ruisseau Battiste
Ruisseau Sabourin
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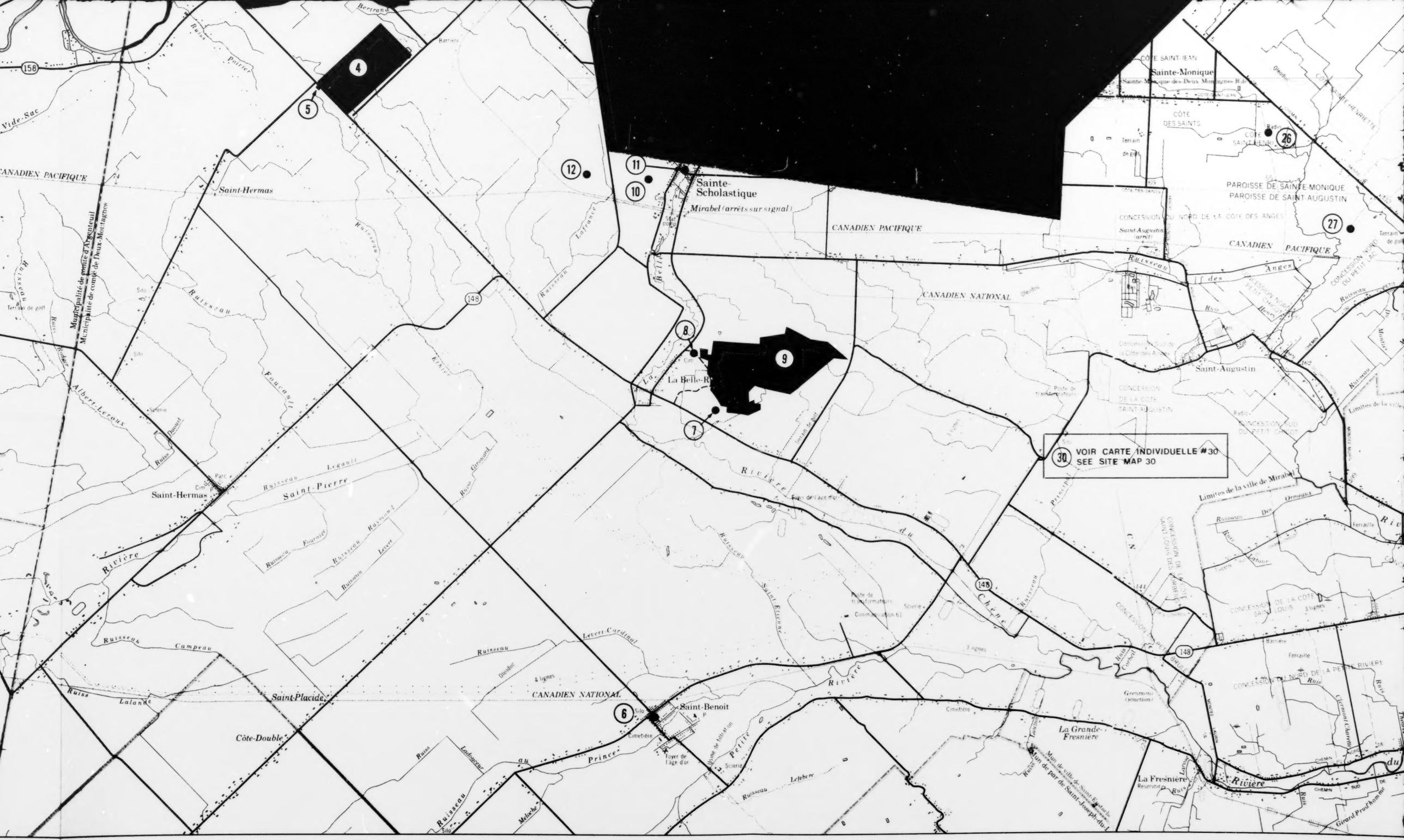
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Ruisseau
Bellefeuille
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8
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Saint-Augustin
Ruisseau des Anges
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CONCESSION NORD DU PETIT LAC
Saint-Augustin
CONCESSION DE LA CÔTE SAINT-AUGUSTIN
CONCESSION SUD DU PETIT LAC
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158
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Vide-Sac
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Saint-Hermas
Ruisseau Saint-Pierre
Ruisseau Leguault
Ruisseau Fournier
Ruisseau Rainville
Ruisseau Levert
Rivière
Ruisseau Campeau
Saint-Placide
Côte-Double
Ruisseau Lalande
Ruisseau Ladouceur
Ruisseau Meloche
6
Saint-Benoit
Foyer de l'âge d'or
Ligne de tirage
Ruisseau Leburn
Ruisseau Saint-Eugène
Levert-Cardinal
Ruisseau Quesnel
4 lignes
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Rivière Petite
Cimetière
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Mun. de ville de Saint-Eustache
Mun. de par. de Saint-Joseph-du-Lac
La Fresnière
Réservoir
Rivière du
Girard Prud'homme

Sainte-Scholastique
Mirabel (arrêts sur signal)
CANADIEN PACIFIQUE
CANADIEN NATIONAL
Sainte-Monique
Sainte-Monique-des-Deux-Montagnes
CÔTE SAINT-JEAN
CÔTE DES SAINTS
CÔTE SAINTE-HÉLÈNE
PAROISSE DE SAINTE MONIQUE
PAROISSE DE SAINT-AUGUSTIN
CONCESSION DU NORD DE LA CÔTE DES ANGES
Saint-Augustin (arrêt)
CANADIEN PACIFIQUE
Ruisseau des Anges
CONCESSION NORD DU PETIT LAC
CONCESSION SUD DU PETIT LAC
Saint-Augustin
CONCESSION DE LA CÔTE SAINT-AUGUSTIN
CONCESSION SUD DU PETIT CHICOT
La Belle-Rivière
Rivière du Chêne
Ruisseau Saint-Étienne
Saint-Benoît
Foyer de l'âge d'or
Usine de filtration
Petite Rivière
Scierie
Lefebvre
Ruisseau
Poste de transformateurs
Commission 61
Cimetière
Rivière du Chêne
Ruisseau Cardinal
Ruisseau Tanguay
Mun. de ville de Saint-Eustache
Mun. de par. de Saint-Joseph-du-Lac
La Grande-Fresnière
La Fresnière
Réservoir
Rivière du Chêne
CHEMIN SUD DE LA PETITE RIVIÈRE
Girard Prud'homme
Ruisseau Des Ormeaux
Limites de la ville de Mirabel
Rivière Chicot
CONCESSION DE LA CÔTE SAINT-LOUIS
CONCESSION DU NORD DE LA PETITE RIVIÈRE
Clermont Chevrette
Ruisseau Laurin
Ruisseau Thouret
Ruisseau Melchior
Ruisseau Bellisle-Constantin
Rivière du Chicot
Limites de la ville de Boisbriand
Limites de la ville de Saint-Eustache
COMTÉ DE TERREBONNE
Limites de la ville de Mirabel
Ruisseau Desjardins
Ruisseau Viau
Ruisseau Jasmin
Ruisseau Nadon
Ruisseau Cour Louis
Ruisseau Beaupré
Ruisseau Gabriel
Ruisseau Blainville
Blainville
Sainte-Thérèse-de-Blainville B de pt
CONCESSION SAINTE MARIE ANNE
CONCESSION DU BAS DE SAINTE THÉRÈSE
Limites de la ville de Blainville
SAINTE-THÉRÈSE
Rivière aux Chiens
BOISBRIAND
Baie des Grandes Largeurs
Baie des Petites Largeurs
Ile aux Moutons
Ile Locas
Ile Proyost
Ile Corbeil
Ile Marie
Ile aux Vaches
Ile Morris
Ile Bigras
Ile Chevrefils
Ile Chenail
Ile Taillefer
SAINT-EUSTACHE
Limites de la ville de Sainte-Dorothée
Limites de la ville de Laval
Pont Arthur-Sauvé
Ile Arthur-Sauvé
Fabreville
RIVIÈRE DES PRAIRIES
Motel
Parc
Parc de roulottes
Cinéma
Centre commercial
Usine d'automobiles
Poste d'essence
Station-service
Terrain de golf
Terrain de pratique
Piste de course
Aéroport
Ligne électrique
Voie ferrée
Route en construction
Limites de la ville
Limites de la municipalité
Limites de la municipalité de comté
Limites de la municipalité de canton
Limites de la municipalité de village
Limites de la municipalité de paroisse
Limites de la municipalité de cité
Limites de la municipalité de ville
Limites de la municipalité de bourg
Limites de la municipalité de township
Limites de la municipalité de district
Limites de la municipalité de région
Limites de la municipalité de province
Limites de la municipalité de territoire
Limites de la municipalité de réserve
Limites de la municipalité de parc
Limites de la municipalité de forêt
Limites de la municipalité de lac
Limites de la municipalité de rivière
Limites de la municipalité de montagne
Limites de la municipalité de vallée
Limites de la municipalité de plaine
Limites de la municipalité de plateau
Limites de la municipalité de colline
Limites de la municipalité de mont
Limites de la municipalité de pic
Limites de la municipalité de col
Limites de la municipalité de gorge
Limites de la municipalité de canyon
Limites de la municipalité de falaise
Limites de la municipalité de grotte
Limites de la municipalité de caverne
Limites de la municipalité de source
Limites de la municipalité de fontaine
Limites de la municipalité de puits
Limites de la municipalité de mine
Limites de la municipalité de carrière
Limites de la municipalité de gravière
Limites de la municipalité de sablière
Limites de la municipalité de tourbière
Limites de la municipalité de marais
Limites de la municipalité de marécage
Limites de la municipalité de étang
Limites de la municipalité de lac
Limites de la municipalité de rivière
Limites de la municipalité de ruisseau
Limites de la municipalité de fossé
Limites de la municipalité de canal
Limites de la municipalité de digue
Limites de la municipalité de barrage
Limites de la municipalité de pont
Limites de la municipalité de viaduc
Limites de la municipalité de tunnel
Limites de la municipalité de passage à niveau
Limites de la municipalité de gare
Limites de la municipalité de station
Limites de la municipalité de terminus
Limites de la municipalité de aéroport
Limites de la municipalité de port
Limites de la municipalité de quai
Limites de la municipalité de jetée
Limites de la municipalité de brise-lames
Limites de la municipalité de phare
Limites de la municipalité de balise
Limites de la municipalité de bouée
Limites de la municipalité de navire
Limites de la municipalité de bateau
Limites de la municipalité de canot
Limites de la municipalité de kayak
Limites de la municipalité de aviron
Limites de la municipalité de voile
Limites de la municipalité de planche à voile
Limites de la municipalité de ski nautique
Limites de la municipalité de motoneige
Limites de la municipalité de traîneau
Limites de la municipalité de chien de traîneau
Limites de la municipalité de cheval
Limites de la municipalité de vélo
Limites de la municipalité de moto
Limites de la municipalité de automobile
Limites de la municipalité de camion
Limites de la municipalité de autobus
Limites de la municipalité de train
Limites de la municipalité de métro
Limites de la municipalité de tramway
Limites de la municipalité de funiculaire
Limites de la municipalité de téléphérique
Limites de la municipalité de télésiège
Limites de la municipalité de remonte-pente
Limites de la municipalité de tapis roulant
Limites de la municipalité de escalier roulant
Limites de la municipalité de ascenseur
Limites de la municipalité de monte-charge
Limites de la municipalité de grue
Limites de la municipalité de pont roulant
Limites de la municipalité de chariot élévateur
Limites de la municipalité de transpalette
Limites de la municipalité de diable
Limites de la municipalité de brouette
Limites de la municipalité de chariot
Limites de la municipalité de caddie
Limites de la municipalité de poussette
Limites de la municipalité de landau
Limites de la municipalité de berceau
Limites de la municipalité de lit
Limites de la municipalité de matelas
Limites de la municipalité de oreiller
Limites de la municipalité de couverture
Limites de la municipalité de drap
Limites de la municipalité de taie d'oreiller
Limites de la municipalité de housse de couette
Limites de la municipalité de couette
Limites de la municipalité de édredon
Limites de la municipalité de plaid
Limites de la municipalité de châle
Limites de la municipalité de écharpe
Limites de la municipalité de foulard
Limites de la municipalité de cravate
Limites de la municipalité de nœud papillon
Limites de la municipalité de col
Limites de la municipalité de chemise
Limites de la municipalité de t-shirt
Limites de la municipalité de pull
Limites de la municipalité de gilet
Limites de la municipalité de veste
Limites de la municipalité de manteau
Limites de la municipalité de imperméable
Limites de la municipalité de parapluie
Limites de la municipalité de ombrelle
Limites de la municipalité de canne
Limites de la municipalité de béquille
Limites de la municipalité de fauteuil roulant
Limites de la municipalité de déambulateur
Limites de la municipalité de chaise
Limites de la municipalité de tabouret
Limites de la municipalité de banc
Limites de la municipalité de canapé
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Limites de la municipalité de haie
Limites de la municipalité de clôture
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Limites de la municipalité de portail
Limites de la municipalité de porte
Limites de la municipalité de fenêtre
Limites de la municipalité de volet
Limites de la municipalité de store
Limites de la municipalité de rideau
Limites de la municipalité de voilage
Limites de la municipalité de tringle
Limites de la municipalité de crochet
Limites de la municipalité de anneau
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Limites de la municipalité de aiguille
Limites de la municipalité de fil
Limites de la municipalité de bobine
Limites de la municipalité de canette
Limites de la municipalité de navette
Limites de la municipalité de métier à tisser
Limites de la municipalité de tricot
Limites de la municipalité de crochet
Limites de la municipalité de aiguille à tricoter
Limites de la municipalité de laine
Limites de la municipalité de coton
Limites de la municipalité de soie
Limites de la municipalité de lin
Limites de la municipalité de chanvre
Limites de la municipalité de jute
Limites de la municipalité de sisal
Limites de la municipalité de corde
Limites de la municipalité de ficelle
Limites de la municipalité de ficelle
Limites de la municipalité de corde
Limites de la municipalité de sisal
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Limites de la municipalité de chanvre
Limites de la municipalité de lin
Limites de la municipalité de soie
Limites de la municipalité de coton
Limites de la municipalité de laine
Limites de la municipalité de aiguille à tricoter
Limites de la municipalité de crochet
Limites de la municipalité de tricot
Limites de la municipalité de métier à tisser
Limites de la municipalité de navette
Limites de la municipalité de canette
Limites de la municipalité de bobine
Limites de la municipalité de fil
Limites de la municipalité de aiguille
Limites de la municipalité de épingle
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Limites de la municipalité de chaise
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Limites de la municipalité de fauteuil roulant
Limites de la municipalité de béquille
Limites de la municipalité de canne
Limites de la municipalité de parapluie
Limites de la municipalité de imperméable
Limites de la municipalité de manteau
Limites de la municipalité de veste
Limites de la municipalité de gilet
Limites de la municipalité de pull
Limites de la municipalité de t-shirt
Limites de la municipalité de chemise
Limites de la municipalité de col
Limites de la municipalité de nœud papillon
Limites de la municipalité de cravate
Limites de la municipalité de foulard
Limites de la municipalité de écharpe
Limites de la municipalité de châle
Limites de la municipalité de plaid
Limites de la municipalité de édredon
Limites de la municipalité de couette
Limites de la municipalité de housse de couette
Limites de la municipalité de taie d'oreiller
Limites de la municipalité de drap
Limites de la municipalité de couverture
Limites de la municipalité de oreiller
Limites de la municipalité de matelas
Limites de la municipalité de lit
Limites de la municipalité de berceau
Limites de la municipalité de landau
Limites de la municipalité de poussette
Limites de la municipalité de caddie
Limites de la municipalité de chariot
Limites de la municipalité de brouette
Limites de la municipalité de diable
Limites de la municipalité de transpalette
Limites de la municipalité de chariot élévateur
Limites de la municipalité de pont roulant
Limites de la municipalité de grue
Limites de la municipalité de monte-charge
Limites de la municipalité de ascenseur
Limites de la municipalité de escalier roulant
Limites de la municipalité de tapis roulant
Limites de la municipalité de remonte-pente
Limites de la municipalité de télésiège
Limites de la municipalité de téléphérique
Limites de la municipalité de funiculaire
Limites de la municipalité de tramway
Limites de la municipalité de métro
Limites de la municipalité de train
Limites de la municipalité de autobus
Limites de la municipalité de camion
Limites de la municipalité de automobile
Limites de la municipalité de moto
Limites de la municipalité de vélo
Limites de la municipalité de cheval
Limites de la municipalité de traîneau
Limites de la municipalité de chien de traîneau
Limites de la municipalité de motoneige
Limites de la municipalité de ski nautique
Limites de la municipalité de planche à voile
Limites de la municipalité de voile
Limites de la municipalité de aviron
Limites de la municipalité de kayak
Limites de la municipalité de canot
Limites de la municipalité de bateau
Limites de la municipalité de navire
Limites de la municipalité de bouée
Limites de la municipalité de balise
Limites de la municipalité de phare
Limites de la municipalité de brise-lames
Limites de la municipalité de jetée
Limites de la municipalité de quai
Limites de la municipalité de port
Limites de la municipalité de aéroport
Limites de la municipalité de terminus
Limites de la municipalité de station
Limites de la municipalité de gare
Limites de la municipalité de passage à niveau
Limites de la municipalité de tunnel
Limites de la municipalité de viaduc
Limites de la municipalité de pont
Limites de la municipalité de barrage
Limites de la municipalité de digue
Limites de la municipalité de canal
Limites de la municipalité de fossé
Limites de la municipalité de ruisseau
Limites de la municipalité de rivière
Limites de la municipalité de lac
Limites de la municipalité de étang
Limites de la municipalité de marécage
Limites de la municipalité de marais
Limites de la municipalité de tourbière
Limites de la municipalité de sablière
Limites de la municipalité de gravière
Limites de la municipalité de carrière
Limites de la municipalité de mine
Limites de la municipalité de puits
Limites de la municipalité de fontaine
Limites de la municipalité de source
Limites de la municipalité de caverne
Limites de la municipalité de grotte
Limites de la municipalité de falaise
Limites de la municipalité de canyon
Limites de la municipalité de gorge
Limites de la municipalité de col
Limites de la municipalité de pic
Limites de la municipalité de mont
Limites de la municipalité de colline
Limites de la municipalité de plateau
Limites de la municipalité de plaine
Limites de la municipalité de vallée
Limites de la municipalité de montagne
Limites de la municipalité de rivière
Limites de la municipalité de lac
Limites de la municipalité de forêt
Limites de la municipalité de parc
Limites de la municipalité de réserve
Limites de la municipalité de territoire
Limites de la municipalité de province
Limites de la municipalité de région
Limites de la municipalité de district
Limites de la municipalité de township
Limites de la municipalité de bourg
Limites de la municipalité de ville
Limites de la municipalité de cité
Limites de la municipalité de paroisse
Limites de la municipalité de village
Limites de la municipalité de canton
Limites de la municipalité de municipalité de comté

30 VOIR CARTE INDIVIDUELLE #30
SEE SITE MAP 30

LÉGENDE DES PROPRIÉTÉS FÉDÉRALES
LEGEND OF FEDERAL PROPERTIES

RIVE NORD DE MONTREAL
MONTREAL NORTH SHORE

	Propriétaire et titre Owner Designation and Title		Adresse Address	Superficie (ha) Site Area (ha)
1.	SCP CPC	Immeuble de la Société canadienne des postes Canada Post Corporation Building	582, rue Principale, Lachute 582 Principale Street, Lachute	0,18
2.	TC MOT	Radioborne Marker Beacon	Route 158 et Côte Saint-Louis, Mirabel Road 158 and Côte Saint-Louis, Mirabel	0,90
3.	TPC PWC	Dépôt de sable B et voie d'accès Sand pit B and access Road.	Route 158, Mirabel Road 158, Mirabel	242,43
4.	TC MOT	Carrière Mirabel et routes de halage Stone pit and Hauling roads	Boulevard Mirabel, Mirabel Mirabel Boulevard, Mirabel	201,12
5.	TC MOT	Emplacement pour un radioborne Marker Beacon site	Côte Saint-Louis, Mirabel Côte Saint-Louis, Mirabel	0,84
6.	SCP CPC	Bureau de poste Post Office	4037, rue Sainte-Angèle, Saint-Benoit 4037 Sainte-Angèle Street, Saint-Benoit	0,11
7.	TC MOT	Emplacement pour un radioborne Marker Beacon Site	Route 148, Mirabel Road 148, Mirabel	0,76
8.	TC MOT	Radioborne Marker Beacon	Rang Belle-Rivière, Mirabel Rang Belle-Rivière, Mirable	0,78
9.	SIC(M) CLC(M)	Le Bois de Belle-Rivière Le Bois de Belle-Rivière	9009, route 148 (Ste-Scholastique), Mirabel 9009 Road 148 (Ste-Scholastique), Mirabel	150,0
10.	TC MOT	Emplacement pour un radioborne Marker Beacon Site	Rue Saint-Vincent Saint-Vincent Street	0,79
11.	SCP CPC	Bureau de poste Post Office	9411, rue Saint-Jean-Baptiste (Ste-Scholastique), Mirabel 9411 Saint-Jean-Baptiste Street (Ste-Scholastique), Mirabel	0,07
12.	TC MOT	Emplacement pour un radioborne Marker Beacon Site	Boul. Mirabel, Mirabel Mirabel Blvd., Mirabel	0,79
13.	TC MOT	Aéroport international de Mirabel Mirabel International Airport	Boul. Mirabel, Mirabel Mirabel Blvd., Mirabel	6920,1
14.	SCC CSC	Emplacement d'un futur pénitentier (Proposé) Site for future penitentiary (Proposed)	Rue Dupuis (St-Canut), Mirabel Dupuis Street (St-Canut), Mirabel	34,07

	MOT	Marker Beacon Site	Road 148, Mirabel	
8.	TC	Radioborne	Rang Belle-Rivière, Mirabel	0,78
	MOT	Marker Beacon	Rang Belle-Rivière, Mirable	
9.	SIC(M)	Le Bois de Belle-Rivière	9009, route 148 (Ste-Scholastique), Mirabel	150,0
	CLC(M)	Le Bois de Belle-Rivière	9009 Road 148 (Ste-Scholastique), Mirabel	
10.	TC	Emplacement pour un radioborne	Rue Saint-Vincent	0,79
	MOT	Marker Beacon Site	Saint-Vincent Street	
11.	SCP	Bureau de poste	9411, rue Saint-Jean-Baptiste (Ste-Scholastique), Mirabel	
	CPC	Post Office	9411 Saint-Jean-Baptiste Street (Ste-Scholastique), Mirabel	0,07
12.	TC	Emplacement pour un radioborne	Boul. Mirabel, Mirabel	0,79
	MOT	Marker Beacon Site	Mirabel Blvd., Mirabel	
13.	TC	Aéroport international de Mirabel	Boul. Mirabel, Mirabel	6920,1
	MOT	Mirabel International Airport	Mirabel Blvd., Mirabel	
14.	SCC	Emplacement d'un futur pénitentier (Proposé)	Rue Dupuis (St-Canut), Mirabel	34,07
	CSC	Site for future penitentiary (Proposed)	Dupuis Street (St-Canut), Mirabel	
15.	GRC	Détachement de la GRC	444, rue Mgr. Dubois, Saint-Jérome	0,37
	RCMP	RCMP Detachment	444 Mgr. Dubois Street, Saint-Jérome	
16.	SCP	Edifice de la Société canadienne des postes	380, rue Labelle, Saint-Jérome	0,63
	CPC	Canada Post Corporation Building	380 Labelle Street, Saint-Jérome	
17.	MDN	Manège militaire	825, rue Fournier, Saint-Jérome	2,27
	DND	Armoury	825 Fournier Street, Saint-Jérome	
18.	TC	Emplacement pour un radioborne	Montée Valois, Mirabel	1,47
	MOT	Marker Beacon Site	Montée Valois, Mirabel	
19.	TC	Emplacement pour un radioborne	Côté Saint-Antoine, Mirabel	1,47
	MOT	Marker Beacon Site	Côte Saint-Antoine, Mirabel	
20.	TC	Dépôt de Sable D et voies d'accès	Rang Sainte-Marguerite, Mirabel	225,7
	MOT	Sand pit D and Access Roads	Sainte-Marguerite Road, Mirabel	
21.	TC	Radioborne	Montée Gascon, Mirabel	0,84
	MOT	Marker Beacon	Montée Gascon, Mirabel	
22.	TC	Emplacement pour un radioborne	Côte Saint-Pierre, Mirabel	0,70
	MOT	Marker Beacon Site	Côte Saint-Pierre, Mirabel	
23.	SCP	Bureau de poste	13674, Route 117 (Saint-Janvier), Mirabel	0,06
	CPC	Post Office	13674 Road 117 (Saint-Janvier), Mirabel	
24.	TC	Centre d'essais véhicules automobiles	Chemin du Camp Bouchard, Blainville	545,1
	MOT	Motor Vehicule Test Centre	Camp Bouchard Road, Blainville	
25.	MDN	Camp Bouchard	Chemin du Camp Bouchard, Blainville	2060,7
	DND	Camp Bouchard	Camp Bouchard Road, Blainville	
26.	TC	Radioborne	Rue Saint-Jean, Mirabel	0,84
	MOT	Marker Beacon	Saint-Jean Street, Mirabel	
27.	TC	Emplacement pour radioborne	Rang Sainte-Henriette, Mirabel	0,84
	MOT	Marker Beacon Site	Rang Sainte-Henriette, Mirabel	
28.	SCP	Bureau de poste	9, rue de l'Eglise, Ste-Thérèse	0,20
	CPC	Post Office	9 De l'Eglise Street, Ste-Thérèse	
29.	SCP	Bureau de poste	144, rue Dorion, Saint-Eustache	0,13

16.	SCP CPC	Edifice de la Société canadienne des postes Canada Post Corporation Building	380, rue Labelle, Saint-Jérome 380 Labelle Street, Saint-Jérome	0,63
17.	MDN DND	Manège militaire Armoury	825, rue Fournier, Saint-Jérome 825 Fournier Street, Saint-Jérome	2,27
18.	TC MOT	Emplacement pour un radioborne Marker Beacon Site	Montée Valois, Mirabel Montée Valois, Mirabel	1,47
19.	TC MOT	Emplacement pour un radioborne Marker Beacon Site	Côté Saint-Antoine, Mirabel Côte Saint-Antoine, Mirabel	1,47
20.	TC MOT	Dépôt de Sable D et voies d'accès Sand pit D and Access Roads	Rang Sainte-Marguerite, Mirabel Sainte-Marguerite Road, Mirabel	225,7
21.	TC MOT	Radioborne Marker Beacon	Montée Gascon, Mirabel Montée Gascon, Mirabel	0,84
22.	TC MOT	Emplacement pour un radioborne Marker Beacon Site	Côte Saint-Pierre, Mirabel Côte Saint-Pierre, Mirabel	0,70
23.	SCP CPC	Bureau de poste Post Office	13674, Route 117 (Saint-Janvier), Mirabel 13674 Road 117 (Saint-Janvier), Mirabel	0,06
24.	TC MOT	Centre d'essais véhicules automobiles Motor Vehicule Test Centre	Chemin du Camp Bouchard, Blainville Camp Bouchard Road, Blainville	545,1
25.	MDN DND	Camp Bouchard Camp Bouchard	Chemin du Camp Bouchard, Blainville Camp Bouchard Road, Blainville	2060,7
26.	TC MOT	Radioborne Marker Beacon	Rue Saint-Jean, Mirabel Saint-Jean Street, Mirabel	0,84
27.	TC MOT	Emplacement pour radioborne Marker Beacon Site	Rang Sainte-Henriette, Mirabel Rang Sainte-Henriette, Mirabel	0,84
28.	SCP CPC	Bureau de poste Post Office	9, rue de l'Eglise, Ste-Thérèse 9 De l'Eglise Street, Ste-Thérèse	0,20
29.	SCP CPC	Bureau de poste Post Office	144, rue Dorion, Saint-Eustache 144 Dorion Street, Saint-Eustache	0,13
30.	TPC PWC	Terrains péripheriques à l'aéroport Lands surrounding Mirabel Airport	Mirabel Mirabel	38358

NOTE: Cette carte a été produite à partir de cartes topographiques (1:50000) fournies par Energie, Mines et Ressources.
This map was derived from topographic maps (1:50000) provided by EMR.

L'information additionnelle sur les propriétés fédérales a été mise à jour en 1983.
Additional information on federal properties has been updated in 1983.